

GENERAL PLAN



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CITY OF CAMPBELL

GENERAL PLAN
CITY OF CAMPBELL

The nine element of the General Plan were compiled into this single document in October 1984 by the City of Campbell Planning Department. The date of adoption of each individual element is indicated at the beginning of each section.

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CITY COUNCIL - OCTOBER 1984

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TABLE OF CONTENTS

<u>Section</u>	<u>Title</u>	<u>Page</u>
1	Introduction	iv
2	Land Use Element	1
3	Circulation Element	17
4	Housing Element	35
5	Conservation Element	77
6	Open Space Element	85
7	Seismic Element	96
8	Noise Element	116
9	Safety Element	134
10	Scenic Highways Element	143

Land Use Element Map located inside
back cover.

LIST OF MAPS, TABLES, AND EXHIBITS

<u>Maps</u>	<u>Title</u>	<u>Page</u>
Map 1	Cities of Santa Clara County	ix
Map 2	San Tomas Area	16
Map 3	Circulation Element Map	31
Map 4	Streets Identified for Alternative Street Improvements - San Tomas Area	32
Map 5	Zoning Map - Downtown Area	74
Map 6	Water Conservation Areas	83
Map 7	Major Fault Zones	102
Map 8	Relative Seismic Stability	112
Map 9	Earthquakes Centered in the Campbell Area 1969-1973	115
Map 10	Noise Contour Map	123
Map 11	Future Noise Contours	124
Map 12	Inundation Area - Lexington Dam Failure	142

- - -

<u>Tables</u>	<u>Title</u>	<u>Page</u>
Table I	Land Use Inventory	7
Table II	Land Use Inventory	41
Table III	New Housing Units 1980-1988	42
Table IV	Projected Housing Needs 1984-1988	43
Table V	Cost of Housing	45
Table VI	Housing Condition	49

<u>Tables</u>	<u>Title</u>	<u>Page</u>
Table VII	Vacant Residential Land	50
Table VIII	Redevelopment of Residential Uses to a High Density	51
Table IX	Tax Increment Funding for Low Income Housing	58
Table X	Anticipated New Housing Units 1984-1988	70
Table XI	Housing Assistance Plan	71
Table XII	Housing Assistance Plan	75
Table XIII	Distribution of Damaging Earthquakes	106
Table XIV	Scale of Acceptable Risks	114

- - -

<u>Exhibits</u>	<u>Title</u>	<u>Page</u>
Exhibit A	Possible Streets for Consideration of Alternative Improvements	33
Exhibit B	Block-Faulting	100
Exhibit C	Earthquake Scales	104

- - -

1 INTRODUCTION



INTRODUCTION

	<u>Page</u>
I. Preamble	
A. City Setting and History	v
B. The General Plan	vi
C. The Planning Area	vii

I. PREAMBLE

A. City Setting and History

The City of Campbell is located midway between the centers of Los Gatos and San Jose, and is 50 miles southeast of the City of San Francisco. The accompanying location map (Map 1) is helpful in identifying Campbell with respect to other cities in the South San Francisco Bay Area. The topography of the area is generally level, sloping gently toward San Francisco Bay. Los Gatos Creek and San Tomas Aquino Creek provide the natural drainage for the area. The soil is rich and productive and the climate is ideal for the fruit and nut orchards which once furnished the chief basis for the industry of the Santa Clara Valley. The average rainfall is slightly above 14 inches (35.56 cm), with practically no rain from May to October. The range in the average mean temperature is from a high of 68.5°F (20.3°C) to a low of 46.8°F (8.22°C).

The City of Campbell takes its name from Benjamin Campbell, an early resident of the area (1851) and landowner. He served as the first Postmaster from 1885 to 1892. On his land was the "flag stop" on the railroad from Santa Clara to Santa Cruz. In 1886 a depot was constructed there and the first store was opened.

Most of the land within the area was devoted to agricultural use, primarily orchards. In 1887 the first use of the land for industrial purposes was in the development of a dehydrator for apricots and prunes. Although Campbell was not incorporated as a City until 1952, it had a grammar school by 1889, a fire department and newspaper by 1884, and a high school by 1900.

By the time the city was incorporated, on March 28, 1952, there was a well-established downtown commercial center. Many of the orchards which gave Campbell its "Orchard City" nickname were being replaced by housing, commerce, and industry. Today, agriculture is practically non-existent as an industry in Campbell.

B. The General Plan

Like people, no two cities are exactly alike. Aside from physical appearance, each has its own character, goals, and objectives as expressed by its government. The purpose of a general plan is to formally recognize and state the community's policies with regard to certain mandatory elements, as required by state law. These elements will be identified below. Through the adoption of its general plan, the community sets forth its goals and objectives and adopts policies that will aid in their effectuation. The end result of this process is the formation and maintenance of a more desirable environment for the community. As used here, environment refers not only to the natural environment, but also to a social and economic environment.

California State Law (Government Code, Section 65302) requires that general law cities, such as Campbell, must adopt certain "elements" to the general plan which address specific topics. At this time, there are nine such mandatory elements, including land use, circulation, housing, conservation, open space, seismic safety, noise, scenic highways, and safety. The previously adopted Public Facilities element has been incorporated into several of the mandatory elements.

C. The Planning Area

Campbell is surrounded by other urban jurisdictions. The City of San Jose borders Campbell on the west, north, and east. The Town of Los Gatos is to the south. The City of Saratoga is also adjacent to a small portion of Campbell's westerly boundary.

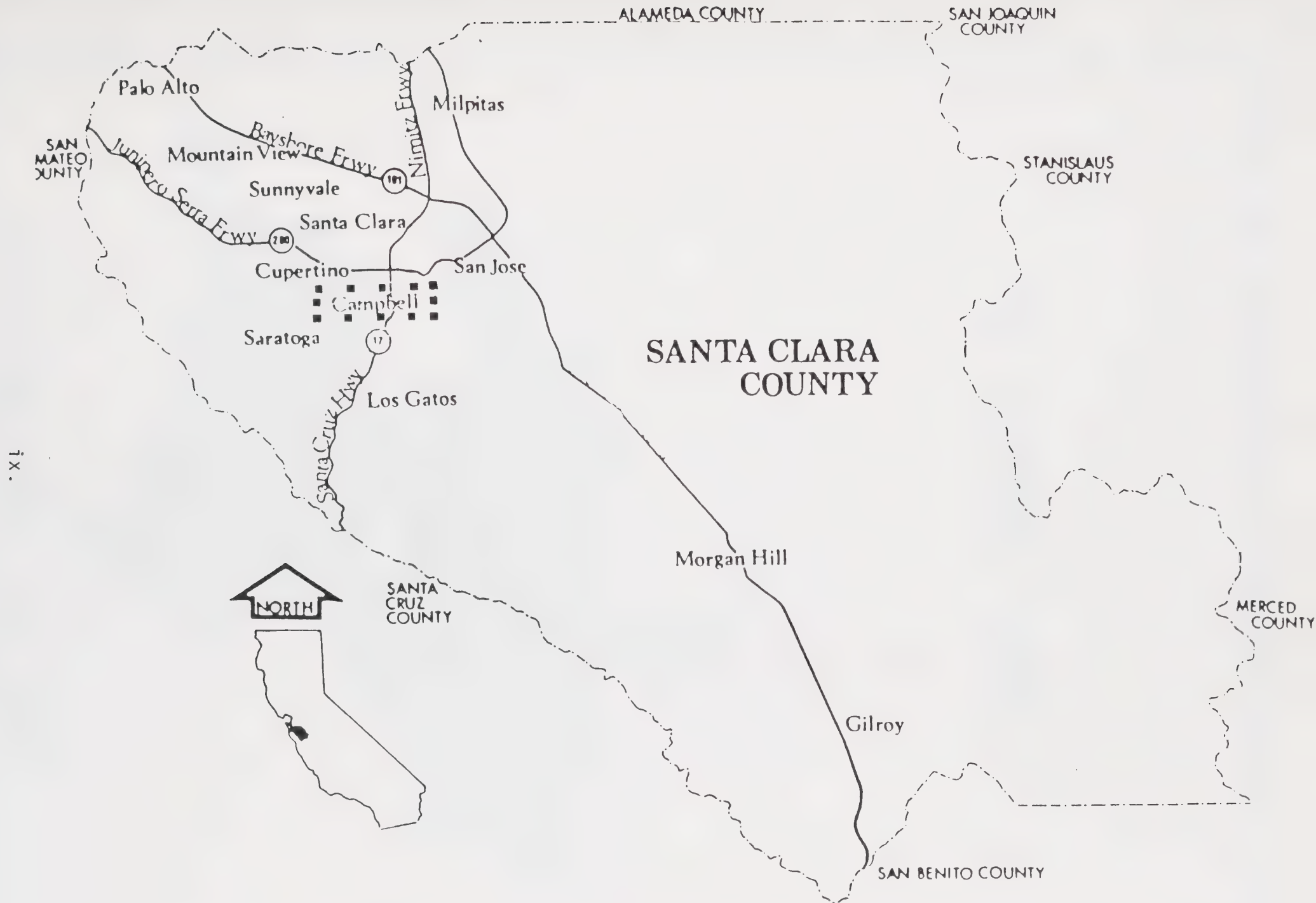
In an effort to produce a desirable pattern of urban growth, the Local Agency Formation Commission, LAFCO, has developed spheres of influence and urban service areas for each of the jurisdictions. The sphere of influence determines the extent of the City's ultimate boundary and indicates the jurisdiction to which unincorporated territory shall be annexed. The urban service areas defines the area which a city may reasonably expect to develop and service within the next five years. In Campbell's case, the Sphere of Influence Boundary and Urban Service Area are coterminous.

Many of the policies established in this general plan will rely on funding in order to be implemented. The source of these funds, their timing, and scheduling in the Capital Improvement Program will obviously play a large part in the implementation of these policies. Generally, however, a general plan such as this attempts to set a goal for accomplishment of its policies and objectives. Campbell's general plan is based on the year 1990. Considering the changes that have occurred in the past ten years with regard to such things as social programs and transportation, and housing costs, that is considered a reasonable goal.

It should be noted that any data in the following general plan elements, unless otherwise stated, is based on the

Sphere of Influence area for Campbell and not on the present incorporated limits. Justification for this approach is seen in the fact that eventually all of the unincorporated areas within the sphere of influence will become part of the City of Campbell and should, therefore, be included in the long range planning area.

- - -



MAP 1 - Cities of Santa Clara County

2 LAND USE



ADOPTED MAY 19, 1983

LAND USE ELEMENT

	<u>Page</u>
I. GOALS/OBJECTIVES AND POLICY IMPLEMENTATION	
A. Goals/Objectives	2
B. Policy Implementation Matrix	3

APPENDIX

II. LAND USE ELEMENT BACKGROUND	
A. Introduction	6
B. Geographical Distribution of Existing Land Uses	8
C. Land Use Categories	9
D. Land Use Map (inside back cover)	-
E. Policy for San Tomas Area	14

I. GOALS/OBJECTIVES AND POLICY IMPLEMENTATION

A. Goals/Objectives

1. To maintain the balance of residential, commercial, industrial, and public land uses within the City.
2. To establish and maintain a land use and circulation pattern which will promote the optimum degree of health, safety, efficiency, and attractiveness within the City.
3. To maintain Campbell's identity and character through building design and preservation of historically significant structures.
4. To protect and enhance the integrity of residential neighborhoods, and to recognize the distinct character of these neighborhoods.
5. To ensure that commercial areas within the City are conveniently located, efficient, attractive, and safe for pedestrian and vehicular circulation.

B. POLICY IMPLEMENTATION MATRIX

GOALS

LAND USE POLICIES

DEPARTMENT/AGENCY RESPONSIBLE FOR IMPLEMENTATION

1. TO MAINTAIN BALANCE
OF LAND USES.
2. TO ESTABLISH OPTIMUM
LAND USE PATTERN
3. TO MAINTAIN CAMP-
BELL'S CHARACTER
4. TO PROTECT RESI-
DENTIAL NEIGHBORHOODS
5. TO ASSURE VIABLE
COMMERCIAL USES

1. The provisions of the zoning ordinance shall be strictly enforced.
2. The preservation and restoration of existing buildings of local significance shall be encouraged.
3. Through design review the City shall ensure that sufficient on-site parking and loading spaces are provided.
4. Means to revitalize the downtown area shall be investigated.
5. The City shall pursue a redevelopment program for the central Campbell area.
6. The City shall investigate means to utilize (on a long term basis) the high school property to serve as the City's community center.
7. Existing City-owned recreational open space lands shall be maintained and the possibility of acquiring or utilizing additional lands investigated.

Planning

Planning
Building

Planning

Planning
City Manager
HCD
City Council
Task Forces

City Manager
Planning

City Manager

Planning
City Manager
Public Works

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

LAND USE POLICIES

DEPARTMENT / AGENCY
RESPONSIBLE FOR
IMPLEMENTATION

1. TO MAINTAIN BALANCE
OF LAND USES.

2. TO ESTABLISH OPTIMUM
LAND USE PATTERN

3. TO MAINTAIN CAMP-
BELL'S CHARACTER

4. TO PROTECT RESI-
DENTIAL NEIGHBORHOODS

5. TO ASSURE VIABLE
COMMERCIAL USES

8. Existing trees shall be maintained in new developments wherever possible.

Planning

X

X

9. Architectural review shall emphasize visually attractive on-site environments through careful attention to building scale, architectural design, landscaping and the placement of screening of loading areas and mechanical equipment.

Planning

X

X

X

10. A variety of housing types and densities shall be encouraged.

Planning
HCD

X

X

X

X

11. The City shall protect residential uses which adjoin commercial or industrial uses from potential noise, traffic, safety hazards, and glare through site design.

Planning

X

X

X

12. Wherever possible, neighborhood streets shall be protected from through traffic.

Planning
Public Works

X

X

13. The City shall undertake measures to retain the rural character of the San Tomas Area.

Planning

X

X

X

X

14. The City shall enforce its sign control regulations and develop a program to bring non-conforming signs into compliance.

Planning
City Attorney

X

X

LAND USE POLICIES

DEPARTMENT / AGENCY
RESPONSIBLE FOR
IMPLEMENTATION

1. TO MAINTAIN BALANCE
OF LAND USES.

2. TO ESTABLISH OPTIMUM
LAND USE PATTERN

3. TO MAINTAIN OPTIMUM
BELL'S CHARACTER

4. TO PROTECT RESI-
DENTIAL NEIGHBORHOODS

5. TO ASSURE VIABLE
COMMERCIAL USES

15. General Commercial uses shall be located along major arterial streets to enhance their economic vitality and to prevent intrusion of commercial activity into residential areas.
16. Development in flood-prone areas shall be discouraged.
17. The City shall pursue the annexation of those unincorporated areas within the City's sphere of influence.
18. The undergrounding of utilities shall be required in all new development.
19. Commercial land uses in the downtown area are, generally, to be kept within the area defined by Orchard City Drive and Civic Center Drive.

Planning

X

X

X

X

X

Planning

X

X

Planning
City Manager

X

X

X

X

Public Works

X

X

X

Planning

X

X

X

X

X

APPENDIX

II. LAND USE ELEMENT BACKGROUND

A. Introduction

The Land Use Element defines the policies, goals, and objectives of the City with regard to existing and planned land uses. In the Land Use Element, the attempt is made to provide for the general welfare of the community through the separation of incompatible land uses, and through the increased efficiency resulting from land uses which do not conflict with one another.

The state requires that a jurisdiction include a statement of the standards of population density and building intensity recommended for the various districts. The standards which the City of Campbell has adopted came about as a result of numerous public hearings which were held in 1973, and reflect a decrease of some 20% in residential densities over the previously adopted standards. There are six residential densities presently designated on the Land Use Element map; ranging from less than 3.5 residential units per gross acre to a maximum of twenty-seven units per gross acre.

By 1982 the land use pattern in Campbell is well established. Approximately ninety-eight percent (98%) of the developable land in the City has already been developed. The extent of this development, its nature, and the amount of vacant land available is shown in Table I.

As shown in this table, most of the existing development in Campbell is compatible with what the City has planned. The discrepancies between the planned land use and existing land use are mainly nonconforming uses which eventually will be abated.

TABLE 1
LAND USE INVENTORY
CITY OF CAMPBELL - JULY 1982
EXISTING LAND USE

TYPE OF USE		ACRES PLANNED		RESIDENTIAL DENSITY				COMMER- CIAL	PROF OFFICE	INDUSTRIAL	PUBLIC & QUASI- PUB	VACANT
		TOTAL	% OF TOTAL	LOW	LOW MEDIUM	MEDIUM	HIGH					
RESIDENTIAL DENSITY	LOW	1244.2	33.5	1195.0	1.3	0.3		3.7	0.2			43.7
	LOW-MEDIUM	171.8	4.6	97.5	56.1	1.0	6.8	1.3			1.0	8.1
	MEDIUM	200.8	5.4	41.6	5.8	101.8	37.0	2.0			1.6	11.0
	HIGH	161.8	4.4	30.0	5.9	3.7	87.9	7.6			1.2	25.5
TOTAL RESIDENTIAL		1778.6	47.9	1364.1	69.1	106.8	131.7	14.6	0.2		3.8	88.3
COMMERCIAL		312.3	8.4	14.7	1.8	10.3	7.1	244.6	13.7			20.1
PROFESSIONAL OFFICE		30.9	0.8	5.6	2.1	0.3		1.4	17.4			4.1
PUBLIC, SEMI-PUBLIC		463.3	12.5								461.2	2.1
INDUSTRIAL		296.5	8.0	23.6				36.9	2.2	227.9	0.7	5.2
MEDIUM DENSITY RES. AND/OR COMMERCIAL		0.4	*	0.4								
MEDIUM DENSITY RES. AND/OR PROF. OFFICE		3.8	*			2.5						1.3
COMMERCIAL AND/OR INDUSTRIAL		4.2	*					3.5	0.2			0.5
OFFICE / LOW-MEDIUM DENSITY RESIDENTIAL		3.9	*	2.1	1.2		0.2		0.2			0.2
OFFICE, COMMERCIAL, OR INDUSTRIAL		1.0	*									1.0
PROF. OFFICE AND/OR HIGH DENSITY RES.		3.0	*						3.0			
INDUSTRIAL / LOW- MEDIUM DENSITY RES.		0.8	*	0.6								0.2
MOBILE HOME PARK		32.7	0.9			32.7						
TOTAL PLANNED AREA		2931.4	78.8	1411.1	74.2	152.6	139.0	301.0	36.9	227.9	465.7	123.0
TOTAL STREETS AND FREEWAYS		787.7	21.2									
TOTAL		3719.1	100%	37.9	2.0	4.1	3.7	8.1	1.0	6.1	12.5	3.3

*ALL COMBINED = APPROX. 0.3%

B. Geographical Distribution of Existing Land Uses

Low density single family residential uses are the most dominant land uses within the City of Campbell. This type of residential use is interdispersed throughout the City although the greatest concentrations are west of San Tomas Expressway and east of Bascom Avenue. In total, approximately 38% of the land area of the City is occupied by this use.

Residential land use classification which would permit multiple family units (i.e. Low-Medium, Medium, and High Density Residential classifications) often have been used to serve as a transitional use between single family neighborhoods and commercial or industrial uses. These multiple family residential uses have been located near to or adjacent to major streets. The greatest concentration of multiple family units can be found along Union Avenue and that area bound by San Tomas Expressway and Highway 17. Approximately 10% of Campbell's land area is occupied by multiple family residential units.

Campbell exhibits a strong commercial base which can be divided into the following five geographical areas:

1. Winchester Boulevard
2. Hamilton Avenue
3. Bascom Avenue
4. Downtown Campbell
5. San Tomas Aquino Road/W. Campbell Avenue area

As is evident, it has been the City's goal that commercial uses be concentrated along major arterial streets. In addition, several small neighborhood commercial uses are located so as to serve the residential neighborhoods.

Campbell boasts of one major shopping mall - The Pruneyard.

Industrial uses are primarily concentrated in a corridor which parallels State Highway 17, Los Gatos Creek, and the Southern Pacific Railroad line. The freeway and the railroad provide excellent transportation access for the area. The industrial corridor serves as a noise buffer from the freeway and railroad. In general, industrial uses in Campbell are primarily smaller manufacturing and warehousing-type uses, although some large companies such as Zilog are located along southern Dell Avenue.

Lands shown for Public, Semi-Public uses are generally comprised of school sites, City-owned property, churches, and county lands. Eleven public school sites are located in the City. The City has one major park - John D. Morgan Park - and several smaller parks. A large percentage of the public land is located along Los Gatos Creek and the percolation ponds located along Highway 17 at the southern end of the City. The City parks, the area along Los Gatos Creek, and the percolation ponds serve as the primary outdoor recreational areas. In total, roughly 13% of the City is made up of Public, Semi-Public lands.

Only 3% of the land in the City is vacant. Thus, this limits new construction to the infill development of these few vacant sites or the redevelopment of currently occupied land.

C. Land Use Categories

Described below are the land use categories which are indicated on the Land Use Map:

1. Low Density Residential. There are presently three low density residential classifications indicated on the Land Use Element Map: (1) less than 3.5 units per gross acre; (2) less than 4.5 units per gross acre; (3) less than 6 units per gross acre. The first two classifications were recently adopted specifically for the San Tomas Area of the City. The "less than 6 units per gross acre" classification has been the standard low density residential classification since the City incorporated. In total, the Land Use Element indicates 1,244 acres to be developed at the low density residential level. Approximately 1,195 acres have already been developed. Development at this density is most often in the form of single family, detached, housing units. In the past several years, there has been a tendency to build units closer together and provide a larger common area for use of all residents in the subdivision. Such planned unit developments are not common at this density, but are present. As land becomes scarce within the City, it is anticipated that additional pressure to develop the maximum possible number of units on a site will be brought to bear on the City Council and Planning Commission.
2. Low-Medium Density Residential (6-13 units per gross acre): The low-medium density residential category permits a range of from 6 to 13 units per gross acre. Developments at this density consist generally of duplexes and small apartment buildings. Of the 171 acres planned for development at this density, approximately 56 acres are presently developed that way. Most of the area planned for this density, some 97 acres, is presently developed that way. As the plan is effectuated, one can assume that the single family development, which consists generally of older housing units, will give way to the higher density.

3. Medium Density Residential (14-20 units per gross acre):

The medium density residential classification on the land use plan permits a range of 14 to 20 units per gross acre. Historically, new development at this density has been in the form of apartments. However, as the cost of single family housing has risen so drastically in the past few years, one also finds an increasing tendency to develop townhouses and condominiums in this density classification. Generally, such townhouse/condominium development occurs at less than the maximum allowable number of units per acre.

Of the 200 or so acres planned for medium density, approximately 102 acres are presently developed at this density. Another 37 acres are actually developed at a higher density. This nonconformance came about when the City lowered the maximum allowable densities in 1973, as discussed above. An additional 41 acres is currently developed at a low density, and can be expected to redevelop as the plan is implemented.

4. High Density Residential (21-27 units per gross acre):

The high density residential category permits from 21 to 27 units per gross acre. Of the 161 acres planned for this density, 87 acres are so-developed at this time. Forty acres of land are developed at a low density, and 25 acres are vacant and presumably suitable for development. Recent developments in this density range are characteristically townhouse and condominium units.

5. Commercial: The commercial land use category accounts for some 8.4% of the total area of the community, which is roughly twice the average for cities having a population less than 50,000 persons. Of the 312 acres planned for commercial land use, some 245 acres are so-developed. The remainder is either vacant (20 acres) or in some other non-conforming use.

Of particular concern to the City is the planned commercial area in the downtown business district. With the completion of Civic Center Drive and Orchard City Drive, the downtown core is more clearly defined. New traffic circulation patterns have been created and new pressures for commercial development outside the core will arise. In order to clarify its position, the City Council has adopted several policies which are specifically directed toward development of the downtown area.

6. Professional Office: The plan map indicates approximately 30 acres of land solely for professional office use. Of this amount, some 13 acres are currently developed as offices, six acres are vacant, and the remainder is nonconforming residential or commercial.
7. Public, Semi-Public: The Public, Semi-Public land use classification represents the bulk of all property which is either owned by public agencies, or is generally open to public assembly types of uses. Properties owned by state and local public agencies such as the City, school districts, county districts, and parks are included under this category. Also included are such semi-public land uses as churches and private schools. Approximately 463 acres of land are planned for some public or semi-public land use. Of this amount, 461 acres are already developed in accord with the plan, with the remaining two acres being vacant.
8. Industrial: The industrial land use classification is intended primarily for manufacturing and warehousing type uses. These uses are generally not compatible with commercial and residential uses. The industrial classification accounts for approximately 297 acres of land or 8% of the total planning area. Of this amount, some 228 acres are used for industrial purposes while 61 acres are used by nonconforming commercial or residential uses.

9. Mobile Home Park: Consistent with the policies stated in the Housing Element, the City Council has designated two mobile home parks on the Land Use Element Map as "Mobile Home Park." By doing so, it is the City's intent to recognize mobile homes as providing needed housing in the community. The designation on the Land Use Element Map as "Mobile Home Park" will require any prospective developer seeking to redevelop a mobilehome park to some other use to obtain approval of a General Plan amendment as a first step in the redevelopment process. Approximately 33 acres are indicated on the General Plan for mobilehome land use, all of which is developed with mobilehome parks at this time.
10. Mixed Uses: The Land Use Element indicates seven categories of mixed land uses. These are special land use designations which were adopted to reflect the unusual character of the affected parcels brought about by the surrounding land uses. Any one of the land uses called for in the "mixed land use" classifications would be compatible with the surrounding uses. All of the mixed use categories combined amount to only 17 acres, or less than 0.3% of the total city area.

D. LAND USE MAP

The Land Use Map, located in the back of the General Plan document, illustrates the general form of the community in terms of the spatial allocation and intensity of land use activities. It plays a major role in guiding development within the community.

The General Plan Map should not be confused with the Zoning Map which divides the city into very precise zoning districts. These zoning districts contain specific standards governing permitted activities and the form in terms of height, building design, etc. which development will take. By state law, the General Plan Map and the Zoning Map must be consistent.

E. Policy for San Tomas Area

The San Tomas Area is an approximately 1-1/2 square mile residential neighborhood located in the southwest portion of the City, as indicated in Map 2. This area is unique in that it retains a more rural character than other parts of the City. Most of the area was developed under the jurisdiction of Santa Clara County. Large, often irregular-shaped, lots are predominate in the area, and many of the streets lack the standard curbs, gutters, and sidewalks. Almost one-half (48%) of the single family lots are larger than 8,000 sq.ft., while 18% of the lots are larger than 12,000 sq.ft.

Since 1979 there has been a strong concern expressed by residents of the San Tomas Area to preserve the rural, low density residential character of the area. Numerous public hearings have been held to solicit input from residents and property owners.

The City recognizes the San Tomas Area as unique in terms of its rural character and since 1980 has maintained a policy of:

- 1) maintaining a low-density residential area;
- 2) encouraging larger-than-minimum lot sizes;
- 3) encouraging the planting of trees, shrubs, greenery and other landscaping materials in new developments;
- 4) preserving existing trees and shrubs; and
- 5) considering alternate street improvements in appropriate area.

The City Council in 1982 took further action to preserve the area by reducing the residential densities in many areas, as indicated on the Land Use Element Map of the General Plan.

The Zoning Map, indicating the specific larger lot sizes, has been brought into conformance with the General Plan.

As part of the rural character, special attention has been given to the street pattern and design standards through the Circulation Element. This element identifies certain streets which need not be developed to the same standards required for other areas.

- - -



3 CIRCULATION



ADOPTED OCTOBER 18, 1983

CIRCULATION ELEMENT

	<u>Page</u>
I. GOALS/OBJECTIVES AND POLICY IMPLEMENTATION	
A. Goals/Objectives	18
B. Policy Implementation Matrix	19

APPENDIX

II. CIRCULATION ELEMENT BACKGROUND	
A. Introduction	22
B. Population	23
C. Community Needs	23
D. Mass Transit	24
E. Bicycle Routes	24
F. Street Designation	25
G. Existing Circulation Facilities	29

I. GOALS/OBJECTIVES AND POLICY IMPLEMENTATION

A. Goals/Objectives

1. To provide a balanced and integrated transportation system.
2. To provide an efficient and attractive local transportation system.
3. To protect residential neighborhoods from non-local traffic.
4. To cooperate with other jurisdictions in regards to transportation planning.

B. POLICY IMPLEMENTATION MATRIX

CIRCULATION ELEMENT POLICIES

DEPARTMENT/AGENCY
RESPONSIBLE FOR
IMPLEMENTATION1. TO PROVIDE A BALAN-
CED AND INTEGRATED
SYSTEM.2. TO PROVIDE AN EFFI-
CIENT AND ATTRACTIVE
LOCAL SYSTEM.3. TO PROTECT RESIDEN-
TIAL NEIGHBORHOODS
FROM TRAFFIC.4. TO COOPERATE WITH
OTHER JURISDICTIONS.

1. The City shall strive to concentrate through traffic on arterial streets by allowing higher speeds on arterial streets and through reasonable control of driveways and turning movements on arterial streets to improve traffic flow.
2. The City shall support the development of a public transportation system that provides an attractive alternative to the automobile in terms of convenience, comfort, and speed.
3. Whenever possible, future street improvements and construction shall be compatible with buildings, sites, and natural features which have been designated by the City Council as having historic or cultural significance for the community.
4. The City shall provide reasonable restrictions to specific traffic movements where, in the opinion of the City Council, such action is considered necessary to reduce hazardous traffic conditions.
5. The City shall keep the County of Santa Clara advised as to the needs of the City in regards to the County expressway facilities.

Public Works

X

X

X

Public Works
City Manager

X

X

X

Public Works

X

Public Works

X

X

Public Works

X

X

X

CIRCULATION ELEMENT POLICIES

DEPARTMENT/AGENCY
RESPONSIBLE FOR
IMPLEMENTATION1. TO PROVIDE A BALAN-
CED AND INTEGRATED
SYSTEM.2. TO PROVIDE AN EFFI-
CIENT AND ATTRACTIVE
LOCAL SYSTEM.3. TO PROTECT RESIDEN-
TIAL NEIGHBORHOODS
FROM TRAFFIC.4. TO COOPERATE WITH
OTHER JURISDICTIONS.

6. The City shall work with adjacent and regional jurisdictions to determine the best alternative for a rapid transit system.

Public Works
City Manager

X

X

X

7. The City shall review the Circulation Element periodically to determine its consistency with the Transit District's plans for mass transit.

Public Works

X

X

X

8. The City shall continue to work with the Transit District in the establishment and/or revision of bus routes in the community, in order that the District provides bus service that is in the best interests of the citizens of Campbell.

Public Works
City Manager

X

X

X

9. The City shall review the Circulation Element periodically to determine if the circulation system is adequate and to determine whether actual traffic flow is corresponding to the plan.

Public Works

X

X

X

10. The City shall continue to develop bicycle trails as shown on the Circulation Element Map.

Public Works

X

X

CIRCULATION ELEMENT POLICIES

DEPARTMENT/AGENCY
RESPONSIBLE FOR
IMPLEMENTATION1. TO PROVIDE A BALAN-
CED AND INTEGRATED
SYSTEM.2. TO PROVIDE AN EFFI-
CIENT AND ATTRACTIVE
LOCAL SYSTEM.3. TO PROTECT RESIDEN-
TIAL NEIGHBORHOODS
FROM TRAFFIC.4. TO COOPERATE WITH
OTHER JURISDICTIONS.

11. The City shall construct the following streets:

A. Class II Collectors

1. Campisi Way from Bascom Avenue through the Pruneyard Shopping Center to Campbell Avenue.
2. Capri Drive from Hacienda Avenue to Sunnyoaks Avenue.
3. An unnamed public street from Campisi Way across Los Gatos Creek to Hamilton Avenue between State Highway 17 and Los Gatos Creek.

Public Works

X

X

X

12. The City shall develop a procedure which allows alternative street improvement standards for designated "local streets" in the San Tomas Area.

Public Works

X

X

II. CIRCULATION ELEMENT BACKGROUND

A. Introduction

Traffic circulation and land use have been defined as being the most basic or fundamental of all the General Plan elements, since the other elements--either mandatory or optional--are in some ways related to them. Land use and traffic circulation are so interrelated that it is difficult to consider one without the other.

For purposes of this study, the terms "traffic circulation" and "circulation" are synonymous and refer to the physical facilities used to transport people and goods. The term "Circulation Element" as used in this study, refers to the adopted policy, objectives, and implementation procedures for the City. As such, the Circulation Element must consider both the existing and proposed transportation facilities, population projections, and community needs.

A good circulation system is recognized as being fundamental to the community's liveability and prosperity. Without a good system, residential neighborhoods may soon deteriorate and otherwise viable commercial and industrial areas may stagnate. An area with poor circulation (either too much or too little traffic) is likely to be abandoned in favor of more attractive facilities.

Traffic circulation is not limited to one means of transportation in Campbell. The City is served mainly by streets and also by rail and air service. Of the three, only the street system is the most likely to be modified by actions of the City Council. Rail service for Campbell is provided by the Southern Pacific Transportation Company, which operates largely as an independent agency. Likewise, the air service for the City is provided by San Jose Municipal Airport, some six miles away. San Francisco and Oakland International Airports also play a role in serving the circulation needs of the City, but their impact is almost impossible to assess here.

The main features of Campbell's circulation pattern are illustrated in the Circulation Element Map (Map 3).

B. Population

There are several factors related to the actual demand for circulation facilities. The most obvious one is population. Population figures alone, however, must be tempered by such factors as the status of the economy and employment and the proximity of competing goods and services. In the City of Campbell, particularly, the demand for circulation facilities includes such variables as the central location of the City with respect to adjacent cities. In addition, Campbell has developed as a commercial center for the West Valley, thus traffic volumes above and beyond that generated by Campbell's normal population are attracted to the City.

Campbell's current population of 31,702 (January 1, 1982) is approaching the maximum anticipated population of 34,000.

C. Community Needs

As indicated earlier, circulation facilities are developed as a result of both need for the facility and also policy on the part of the decision-making body. It is the policy of the City Council that the circulation system should be of primary benefit to the residents of Campbell and the City Council endorses the policy that Class I and Class II arterial streets shall be designed to encourage their use by through traffic and that local streets shall be designed to discourage their use by through traffic.

D. Mass Transit

At this point in time, "mass rapid transit" is still in the distant future. This is due to the fact that Santa Clara County has chosen not to participate in the San Francisco Bay Area Rapid Transit District (BART). The City of Campbell does, however, consider the concept of mass rapid transit as important to alleviating major transportation problems of the area. With this in mind, the City of Campbell will endeavor to do its fair share, in conjunction with other West Valley cities, to make mass rapid transit a reality. Such a commitment on the part of the City is considered a necessity, especially in light of the current energy situation. Campbell expresses a willingness to explore making light rail one of the modes of transit in the County of Santa Clara.

Currently, the only form of mass transit to serve the community is provided by the Santa Clara County Transit District. This service consists of buses following fixed routes on a fixed time schedule. Plans call for a more sophisticated system of fixed routes, including Light Rail. Campbell's Circulation Element is consistent with the Transit District's existing and proposed bus routes.

E. Bicycle Routes

The City Council recognizes that the popularity of bicycle riding has increased drastically in recent years. This resurgence of interest has caused many communities to give greater consideration to the issue posed by the need for safe, efficient, and enjoyable bikeway facilities.

The Campbell City Council requested that the Youth Commission develop a bikeway plan for inclusion in the Circulation Element of the General Plan. The goal of the proposed bikeway system is to promote the safe riding of bicycles both for

recreation and commuter purposes. The Commission feels that the development of a bikeway system will serve both community transportation and recreation needs and will promote the bicycle as an alternate transportation medium.

The plan developed by the Youth Commission utilizes both "on-street" and "off-street" routes, as well as both commuter and recreation routes. The plan entails three north-south routes and three east-west routes. Rather than suggest bikeways for all minor residential streets in the City, it was felt that bicyclists could use minor residential streets at their own discretion to reach the major streets. These major bikeways would then provide access to all general geographic areas of the City and points of interest. The Commission feels that various types of rights-of-way must be utilized for a comprehensive and functional bikeway system. The Commission is proposing bikeways on present street, railroad, and creek rights-of-way. This plan compliments a county-wide Bikeway Plan recently completed by Santa Clara County.

The Youth Commission also recommends that "the proposed bikeways are not intended for use of any vehicle other than bicycles."

F. Street Designations

As indicated above, the street system plays the most important part in the City's traffic circulation. For purposes of the Circulation Element, streets have been classified as being freeways, expressways, Class I arterials, Class II arterials, Class I collectors, Class II collectors, and local streets.

Freeways and Expressways: All designations referred to above are based on both traffic volumes and the type of service provided. Freeways and expressways, for example, are designed solely for the efficient movement of large volumes of traffic.

Freeways do not have grade crossings, and there are not traffic signals other than those restricting traffic entering the freeway during rush hours (peak volumes). Expressways, on the other hand, do provide grade crossings controlled by traffic signals, although it is the policy of Santa Clara County that all expressway intersections be provided with grade separations or interchanges at some time in the future. One factor that both freeways and expressways hold in common is that they do not provide direct access to frontage property. In addition, they are controlled and maintained by the State or County, respectively.

Alternative Street Standards: The City Council has recognized the San Tomas neighborhood as a distinctive residential area where alternative street improvement standards should be developed because of a lower density residential land use and a desire to preserve a less urbanized character. Map 4 illustrates the local streets in the San Tomas Area which have been identified for alternative street improvements.

The standard street improvement profile for a residential area requires the provision of a 60 foot right-of-way, with a 40 foot paved street surface. An alternative profile, as adopted by the City Council, would be supported for those "local streets" designated in Exhibit A.

Class I Arterial: The Class I Arterial streets in Campbell are planned to accommodate between 35,000 and 55,000 vehicles per day. There are only two Class I Arterials planned, and they are indicated on the Circulation Element Map (Map 3) as follows:

1. Bascom Avenue - for its entire length through the City.
2. Hamilton Avenue - for its entire length through the City.

Class II Arterial: Class II Arterial streets are planned to carry between 12,000 and 35,000 vehicles per day. The Class II Arterials which affect Campbell's circulation are as follows:

1. Campbell Avenue - from its junction with Hamilton Avenue to Bascom Avenue.
2. Hacienda Avenue - from the proposed extension of Harriet Avenue to Winchester Boulevard.
3. Leigh Avenue - from Dry Creek Road to Hamilton Avenue.
4. Pollard Road - from Quito Road to the proposed realignment of Pollard at Winchester Boulevard.
5. San Tomas Aquino Road/Harriet Avenue -- from Westmont to Payne Avenue.
6. Union Avenue - from Bascom Avenue to Campbell Avenue.
7. Winchester Boulevard - for its entire length through the City.

The primary purpose of the arterial street system is to provide for the needs of through traffic and to relieve the local streets from excessive traffic volumes. Access to adjoining commercial and industrial properties is provided by the arterial street system.

Class I Collector: The Class I Collector streets are planned to handle between 3,500 and 12,000 vehicles per day. The Class I Collectors in Campbell are as follows:

1. Bucknall Road - from Quito Road to San Tomas Aquino Road.
2. Budd Avenue - from Virginia Avenue to Winchester Boulevard.
3. Capri Drive - from Pollard Road to Hacienda Avenue.
4. Curtner - from Bascom Avenue to Camden Avenue.
5. Dell Avenue - from San Tomas Expressway to Division Street.
6. Division Street - from Winchester Boulevard to Dell Avenue.

7. Harrison Avenue - from Civic Center Drive to Salmar Avenue.
8. McCoy Avenue - from Quito Avenue to Harriet Avenue.
9. McGlincey Avenue - from Curtner Avenue to Union Avenue.
10. Salmar Avenue - from Harrison Avenue to Hamilton Avenue.
11. E. Sunnyside Avenue - from Dell Avenue to San Tomas Expressway.
12. Virginia Avenue - from Hacienda Avenue to Budd Avenue.
13. Westmont Avenue - from Quito Road to San Tomas Aquino Road.

Class II Collector: Class II Collector streets are planned for a capacity of between 1,200 and 3,500 vehicles per day. The Class II Collector streets in Campbell are as follows:

1. Bucknall Road - from Virginia Avenue to San Tomas Aquino Road.
2. Burrows Road - from Hacienda Avenue to Pollard Road.
3. Campbell Avenue - from Bascom Avenue to Leigh Avenue.
4. Central Avenue - from Grant Street to Payne Avenue.
5. Darryl Drive - from Latimer Avenue to Payne Avenue.
6. Eden Avenue - from Payne Avenue to Hamilton Avenue.
7. First Street - from Rincon to Latimer Avenue.
8. Kennedy/Railway Avenues - from Winchester Boulevard to Campbell Avenue.
9. Latimer Avenue - from Darryl Drive to San Tomas Aquino Road.
10. Latimer Avenue - from Central Avenue to San Tomas Expressway.
11. Rincon Avenue - from Virginia Avenue to San Tomas Aquino Road.
12. San Tomas Aquino Road - from Hacienda Avenue to Harriet Avenue.
13. Sunnyside Avenue - from Virginia Avenue to Winchester Boulevard.

14. Virginia Avenue - from Budd Avenue to Bucknall Road.

In addition, there are three Class II Collector streets which are not yet built. One of these is the extension of Capri Avenue from Hacienda Avenue to Sunnyoaks Avenue, another is Campisi Way extension to connect the Pruneyard Shopping Center with Bascom Avenue, and the third is a street from Hamilton Avenue, west of Los Gatos Creek, connecting to Campisi Way.

The Collector streets are primarily intended to move traffic from local streets to the arterials, however they also provide access to adjacent properties.

Local Streets: The last class of streets shown on the Circulation Element Map is designated "Local Street". The main purpose of Local Streets is to provide access to adjoining property. The movement of traffic is usually a secondary function of the local street.

The accompanying map (Map 3) illustrates the location of these streets, freeways, and expressways. Generally, the street pattern for Campbell is already well established, as the area of the City is over 98% developed. Even the areas lying outside the city limits, but within Campbell's sphere of influence are, for the most part, already developed. The future pattern of streets will remain virtually unchanged.

G. Existing Circulation Facilities

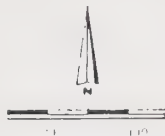
Campbell is presently served on the east by Highway 17 Freeway, which connects with the Junipero Serra Freeway (280) at a point about 1.8 miles north of Hamilton Avenue. The Average Daily Traffic (ADT) for this north/south freeway through Campbell is approximately 125,000 vehicles per day.

In addition to Highway 17, Campbell is also served by two county expressways, both of which also run in a north/south direction. One of the expressways, the San Tomas Expressway, effectively bisects the City. The other, Lawrence Expressway, is outside the city limits, but does serve the western portions of the City. The ADT for San Tomas Expressway is approximately 28,000-30,000 vehicles.

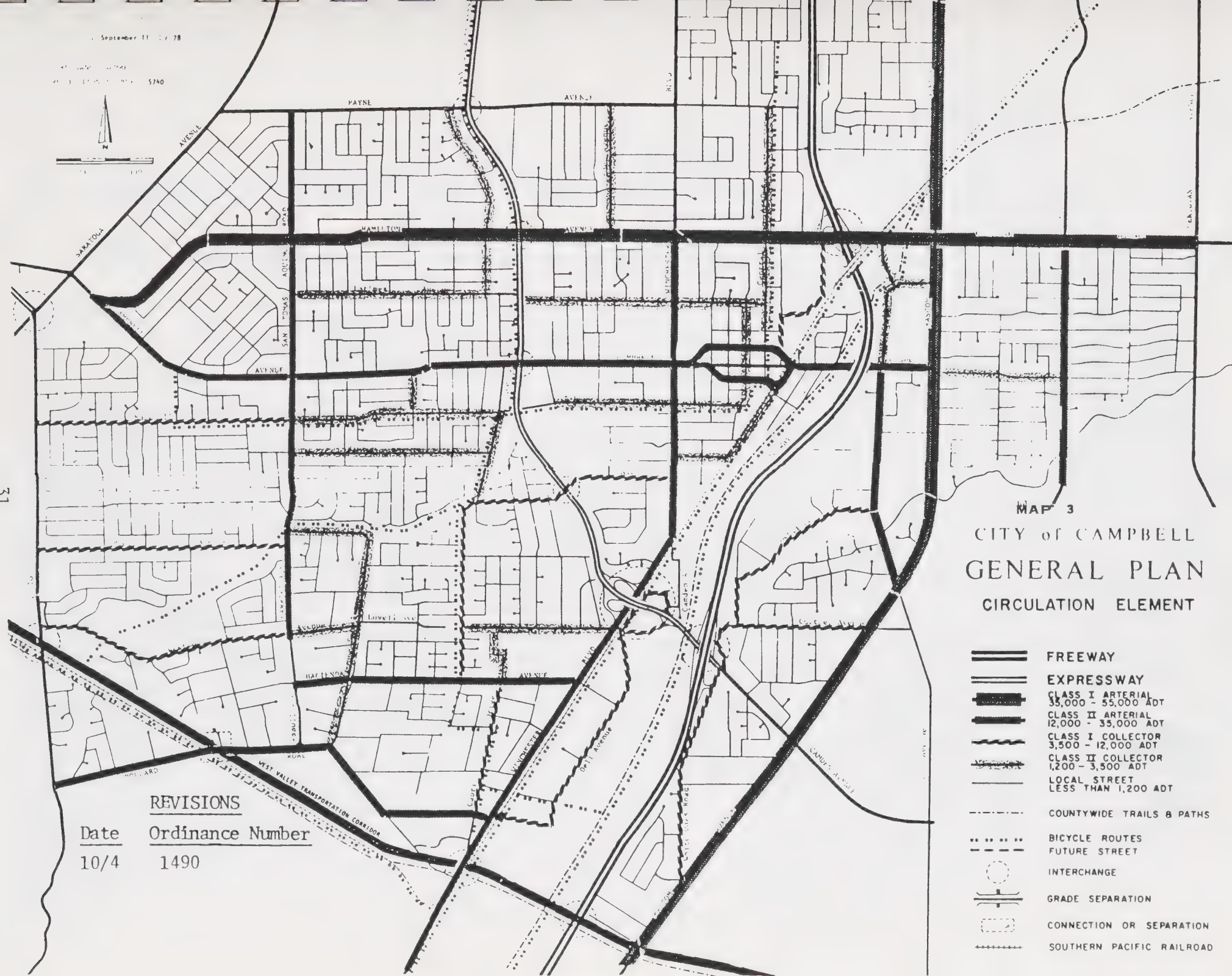
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September 11, 1978

47. 1/2" = 1" (1/4" = 1/2")
 47. 1/2" = 1" (1/4" = 1/2")



31



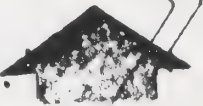
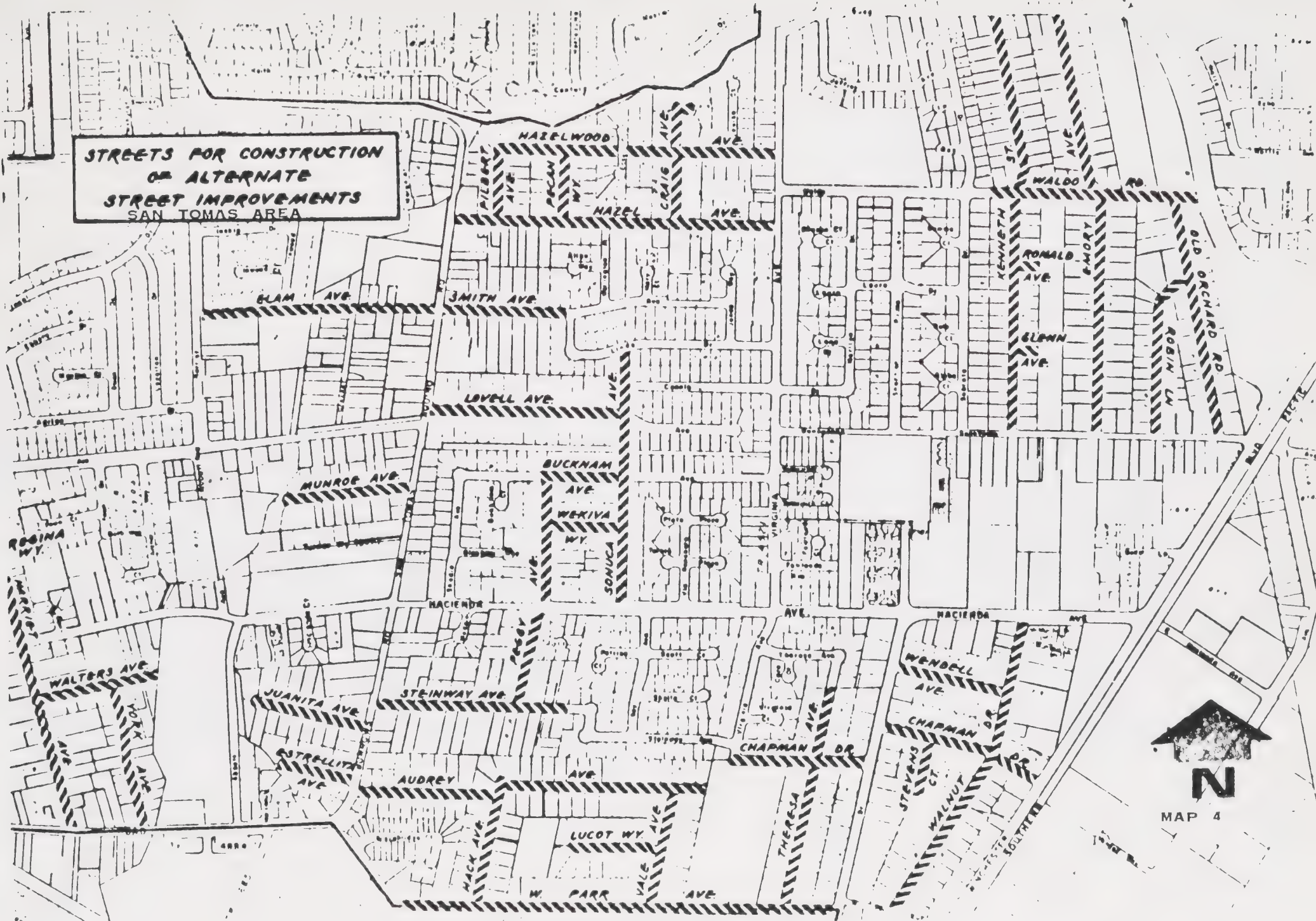
MAP 3
 CITY OF CAMPBELL
 GENERAL PLAN
 CIRCULATION ELEMENT

- FREEWAY
- EXPRESSWAY
- CLASS I ARTERIAL
35,000 - 55,000 ADT
- CLASS II ARTERIAL
12,000 - 35,000 ADT
- CLASS I COLLECTOR
3,500 - 12,000 ADT
- CLASS II COLLECTOR
1,200 - 3,500 ADT
- LOCAL STREET
LESS THAN 1,200 ADT
- COUNTYWIDE TRAILS & PATHS
- BICYCLE ROUTES
- FUTURE STREET
- INTERCHANGE
- GRADE SEPARATION
- CONNECTION OR SEPARATION
- SOUTHERN PACIFIC RAILROAD

REVISIONS

Date	Ordinance Number
10/4	1490

**STREETS FOR CONSTRUCTION
OR ALTERNATE
STREET IMPROVEMENTS
SAN TOMAS AREA**



N

MAP 4

EXHIBIT A

POSSIBLE STREETS FOR CONSIDERATION OF ALTERNATE IMPROVEMENTS

<u>STREET</u>	<u>LIMITS</u>
Audrey	Burrows to E/o Vale
Bucknam	Peggy to Sonuca
Chapman	W/o Theresa to Winchester
Craig	Hazel to cul-de-sac
Crockett	S.T.A.R. to 450 S. Elam to Westmont
Elam	Harriet to S.T.A.R.
Emory	Sunnyoaks to Budd
Estrellita	W/o Burrows
Freda Ct.	S/o Hacienda
Filbert	Hazel to Hazelwood
Glenn	W/o Kenneth
Hack	W. Parr to Audrey
Harriet	Westmont to Pollard
Hazel	Virginia to S.T.A.R.
Hazelwood	Virginia to Ecker Filbert to E/o Pecan
Juanita	W/o Burrows
Kenneth	Sunnyoaks to Budd
Lovell	S.T.A.R. to Sonuca
Lucot	W/o Vale
Munroe Ave.	W/o S.T.A.R.
Old Orchard	Sunnyoaks to Waldo

STREET

Pecan

Peggy

Regina Way

Robin Lane

Ronald

Smith

Sonuca

Steinway Ave.

Stevens Ct.

Theresa Ave.

Vale

Vandusan Lane

Waldo

Walnut Ave.

Walters Ave.

Wekiva Way

Wendell Ave.

W. Parr

York

LIMITS

Hazel to Hazelwood

Steinway to Bucknam

W/o Harriet

Sunnyoaks to Old Orchard

W/o Kenneth

S.T.A.R. to Linda

Hacienda to Linda

Burrows to E/o Peggy

S/o Chapman

W. Parr to 440' N/o Chapman

W. Parr to Audrey

N/o Pollard

W/o Kenneth to E/o Old Orchard

W. Parr to Hacienda

Harriet to E/o York

Peggy to Sonuca

Capri to Walnut

Pollard to Winchester

Walters to Pollard

4 HOUSING



ADOPTED OCTOBER 2, 1984

HOUSING ELEMENT

	<u>Page</u>
I. Goals/Objectives and Policy Implementation	
A. Goals/Objectives	36
B. Policy Implementation Matrix	37
<u>APPENDIX</u>	
II. Housing Needs, Resources, and Constraints	
A. Background	39
B. Employment and Population Projections	40
C. Existing and Projected Housing Need	40
III. Housing Characteristics	
A. Housing Stock and Cost	43
B. Analysis of Overpayment, Overcrowding, and Special Needs	46
C. Household Size	46
D. Housing Condition	46
E. Land Inventory	49
F. Potential and Actual Local Government Constraints	51
G. Nongovernmental Constraints	53
H. Special Housing Needs	56
I. Energy Conservation Opportunities	57
IV. Implementation Program	
A. Identification of Adequate Sites	57
B. Development Assistance for Low-and-Moderate Income Households	57
C. Removal of Governmental Constraints	58
D. Conservation and Improvement of Existing Housing Stock	59
E. Maximum New Construction Objectives	60
F. Summary of Five-Year Schedule of Action	61
G. Potential Funding Assistance	62
H. Citizen Participation	69
V. Housing Assistance Plan	70

I. GOALS/OBJECTIVES AND POLICY IMPLEMENTATION

A. Goals/Objectives

1. To achieve decent housing for all persons, regardless of age, income, race or ethnic background.
2. To achieve a variety of individual choice of tenure, housing type, and location.
3. To maintain and enhance the character, quality, and livability of residential areas.
4. To achieve housing construction adequate for future populations and for replacement needs, consistent with community growth goals.
5. To eliminate housing deficiencies and prevent blight through conservation, construction, rehabilitation, and removal.
6. To achieve safe, sanitary, standard housing to accommodate persons and families disadvantaged in the housing market.
7. To meet the housing assistance needs of lower income households in the community.

B. POLICY IMPLEMENTATION MATRIX

HOUSING POLICIES	DEPARTMENT/AGENCY RESPONSIBLE FOR IMPLEMENTATION	GOALS							
		Achieve Decent Housing	Achieve Variety of Choice	Enhance Livability	Provide for Future Population	Eliminate and Prevent Blight	Achieve Safe & Sani- tary Housing	Meet Housing Assistance for Low Income Households	
1. Zoning is not to be used in ways which ex- clude persons on the basis of racial, eco- nomic, ethnic, or age characteristics.	Planning	X	X	X				X	
2. Enforce Uniform Building Code.	Building			X		X	X		
3. Disperse Low-Moderate Income Housing throughout the community.	Planning	X	X	X			X	X	
4. Housing Authority shall act as the City's Housing Agency.	Housing Authority	X	X				X	X	
5. Housing & Community Development Funds for Loans & Grants.	City Manager (HCD)	X	X			X	X	X	
6. Housing and Community Development Funds for Upgrading Neighborhoods	City Manager (HCD) Public Works			X	X	X			
7. Utilize Tax Exempt Revenue Mortgage Bonds for financing mortgages on new construction.	City Manager (HCD)	X	X		X	X	X	X	
8. Provide 20% of Redevelopment Tax increment for construction of low income housing.	City Manager (Redev.)	X	X	X	X	X	X	X	
9. Continue to implement the Rental Mediation Ordinance.	City Manager (HCD)	X	X	X		X	X		
10. Ensure architectural consistency in housing design.	Planning	X		X	X	X	X		

HOUSING POLICIES

DEPARTMENT/AGENCY
RESPONSIBLE FOR
IMPLEMENTATION

Achieve Decent Housing

Achieve Variety of
Choice

Enhance Livability

Provide for Future
PopulationEliminate and Prevent
BlightAchieve Safe & Sani-
tary HousingMeet Housing Assistance
for Low Income
Households

11. Enforce fair housing laws.	Fair Housing Consortium	X	X	X					
12. Analyze the impact of condominium conversion and recommend changes where needed.	Planning	X	X		X		X		
13. Assist developers who want to use state and federal housing programs.	Planning City Manager (HCD)	X	X	X	X	X	X	X	
14. Prevent or remedy problems between tenants and landlords.	County Consumer Affairs	X	X	X					
15. Adopt Article 34 Referendum for the construction of low-moderate income family housing.	Registered Voters	X	X	X	X	X	X	X	
16. Secure Government commitment to provide replacement housing when a habitable unit is lost because of demolition or a change in land use.	Planning City Manager (Redev.)	X	X	X	X	X	X	X	
17. Existing housing in unincorporated areas within the City's Sphere of Influence should be annexed to the City.	Planning	X	X	X					
18. That development in unincorporated areas not be allowed if annexation to the City is possible.	Planning	X	X	X	X				
19. Utilize the historic zoning district for the preservation of historic and/or cultural resources of the City.	Planning	X	X	X		X	X		

A P P E N D I X

II. Housing Needs, Resources, and Constraints

A. Background

Prior to its incorporation in 1952, the City of Campbell was a center of agricultural activity in Santa Clara County. Residents of Campbell established themselves as a municipal corporation, in order to protect themselves from the aggressive annexation policies of the neighboring City of San Jose. Since incorporation as a city, it has been Campbell's goal to provide a balance between the number of housing units and employment opportunities as well as to provide housing for all economic segments of the community.

The City of Campbell, with an estimated population in 1984 of approximately 33,500 persons, is one of 15 cities located in Santa Clara County. The County's population increased from 1,064,714 in 1970 to 1,295,071 in 1980, for an increase of 22%. During the same period, the City of Campbell's population increased by approximately 9% (24,770 in 1970 to 27,067 in 1980). The lower population growth in Campbell is a reflection of the fact that the city is completely surrounded by other cities (San Jose, Los Gatos, and Saratoga). As a result of being surrounded by other jurisdictions, Campbell's ability to expand its area is limited to annexing unincorporated areas within the city's Urban Service Area/Sphere of Influence. At the present time, this unincorporated area amounts to approximately 160 acres, most of which is already developed. This limited opportunity to expand its area is the most severe physical constraint to the City in its ability to meet its housing needs.

Unlike many of the other cities in Santa Clara County where there is a serious jobs-housing imbalance, Campbell has planned to accommodate a balance of commercial,

industrial, and residential uses. Almost all of the land in Campbell is presently developed, leaving only a few relatively small (2-3 acres or less) parcels available for new housing construction. The accompanying Table (Table II) illustrates the amount of land planned for various uses, the current uses, and the amount of vacant land available for development.

B. Employment and Population Projections

According to the projections prepared by the Association of Bay Area Governments (ABAG) and published in "Projections--83", the population of the City of Campbell and the unincorporated area within the Urban Service Area is expected to increase from 33,923 to 34,700 persons by the year 2000. This increase in population of approximately 2% is a further indication of the fact that land in Campbell is almost fully developed.

During the same time period, 1980 to 2000, employment in Campbell is expected to increase from 19,957 to 27,200 jobs. The 7,243 new jobs which will be created by the year 2000 reflects an increase of approximately 36%. The increase in jobs by the year 2000 is expected to bring Campbell into a close balance between the number of housing units and the number of jobs available in the community. The sphere of influence analysis for the City of Campbell, which was adopted by the Santa Clara County Local Agency Formation Commission (LAFCO) on November 9, 1983 indicates that "The City is, and will remain, close to balance between jobs and housing."

C. Existing and Projected Housing Need

In this Housing Element, the estimates of existing and projected housing need are based on data prepared by ABAG in the "Housing Needs Determination - San Francisco Bay Region" which was prepared in July 1983. On September 20, 1983 the Campbell City Council went on record supporting

TABLE 11
LAND USE INVENTORY
CITY OF CAMPBELL - JULY 1982
EXISTING LAND USE

TYPE OF USE		ACRES PLANNED		RESIDENTIAL DENSITY				COMMER- CIAL	PROF OFFICE	INDUSTRIAL	PUBLIC & QUASI- PUB.	VACANT
		TOTAL	% OF TOTAL	LOW	LOW MEDIUM	MEDIUM	HIGH					
RESIDENTIAL DENSITY	LOW	1244.2	33.5	1195.0	1.3	0.3		3.7	0.2			43.7
	LOW-MEDIUM	171.8	4.6	97.5	56.1	1.0	6.8	1.3			1.0	8.1
	MEDIUM	200.8	5.4	41.6	5.8	101.8	37.0	2.0			1.6	11.0
	HIGH	161.8	4.4	30.0	5.9	3.7	87.9	7.6			1.2	25.5
	TOTAL RESIDENTIAL	1778.6	47.9	1364.1	69.1	106.8	131.7	14.6	0.2		3.8	88.3
COMMERCIAL		312.3	8.4	14.7	1.8	10.3	7.1	244.6	13.7			20.1
PROFESSIONAL OFFICE		30.9	0.8	5.6	2.1	0.3		1.4	17.4			4.1
PUBLIC, SEMI-PUBLIC		463.3	12.5								461.2	2.1
INDUSTRIAL		296.5	8.0	23.6				36.9	2.2	227.9	0.7	5.2
MEDIUM DENSITY RES. AND/OR COMMERCIAL		0.4	*	0.4								
MEDIUM DENSITY RES. AND/OR PROF. OFFICE		3.8	*			2.5						1.3
COMMERCIAL AND/OR INDUSTRIAL		4.2	*					3.5	0.2			0.5
OFFICE / LOW-MEDIUM DENSITY RESIDENTIAL		3.9	*	2.1	1.2		0.2		0.2			0.2
OFFICE, COMMERCIAL, OR INDUSTRIAL		1.0	*									1.0
PROF. OFFICE AND/OR HIGH DENSITY RES.		3.0	*						3.0			
INDUSTRIAL / LOW- MEDIUM DENSITY RES.		0.8	*	0.6								0.2
MOBILE HOME PARK		32.7	0.9			32.7						
TOTAL PLANNED AREA		2931.4	78.8	1411.1	74.2	152.6	139.0	301.0	36.9	227.9	465.7	123.0
TOTAL STREETS AND FREEWAYS		787.7	21.2									
TOTAL		3719.1	100%	37.9	2.0	4.1	3.7	8.1	1.0	6.1	12.5	3.3

*ALL COMBINED = APPROX. 0.3%

the housing needs report prepared by ABAG, with one exception. It is the position of the Council that the projected need for 808 additional single family dwelling units may be unattainable due to the constraint of land available for low density residential development.

As determined by ABAG, the projected needs for housing in Campbell is the net increase required in the number of housing units existing in 1980 in order to accommodate the demand expected by 1990. For Campbell, the total projected need is 1,716 units. If one assumes that the annual projected need in the time period 1980-1990 is one-tenth of the total, then Campbell will need to provide 172 units per year.

This approach can also be used to determine Campbell's existing housing need. In the four year period from January 1980 to December 1983, Campbell's existing housing need was estimated to be 688 units ($172 \times 4 = 688$). In the same time period (January 1980 - December 1983) Campbell has approved plans and issued building permits to allow construction of 1,072 dwelling units. Table III illustrates the nature of these new housing units.

TABLE III

TYPE OF UNIT	NUMBER OF NEW HOUSING UNITS CONSTRUCTED JAN '80 - DEC '83				
	1980	1981	1982	1983	TOTAL
SINGLE FAMILY DWELLINGS	147	74	58	116	395
MULTIPLE FAMILY DWELLINGS	407	122	42	106	677
TOTAL	554	196	100	222	1072

These figures indicate that Campbell has approved the construction of 384 dwelling units in excess of the ABAG allocation. In addition, Campbell has absorbed a large portion of the subsidized low income elderly units in Santa Clara County. There are 460 units of very-low and low income elderly housing in Campbell. Two hundred fully-subsidized units were added in late 1981, thereby meeting a portion of the City's very low income need.

Using the same methodology, it is possible to estimate Campbell's projected housing need for the five year period from January 1984 to December 1988 as being a total of 860 dwelling units. Using the percentage breakdown provided by ABAG, Campbell's projected housing need is expressed in the following table. (Table IV).

TABLE IV PROJECTED HOUSING NEEDS - JAN 1984 - DEC 1988							
YEAR	TOTAL UNITS	OWNER OCCUPIED	RENTER OCCUPIED	VERY LOW INCOME (21%)	LOW INCOME (16%)	MODERATE (22%)	ABOVE MODERATE (41%)
1984	172	72	100	36	28	38	70
1985	172	72	100	36	28	38	70
1986	172	72	100	36	28	38	70
1987	172	72	100	36	28	38	70
1988	172	72	100	36	28	38	70
TOTAL	860	360	500	180	140	190	350

III. Housing Characteristics

A. Housing Stock and Cost

As of January 1, 1984 the existing housing stock in Campbell consists of a total of 14,575 units. Of these, 7,987 (55%) are single family detached units and 6,588 units (45%) consist of multiple family units. These figures are cited here to illustrate the present housing stock. Data on housing is for all practical purposes limited to the 1980 Federal Census, and the Census figures will be used through the balance of this section, unless otherwise noted.

The 1980 Census indicated a total of 11,974 housing units in Campbell. Of these, 4,939 (42%) were owner-occupied and 6,700 (56%) were renter-occupied. The number of vacant units in Campbell is approximately 3% of the total, with 60 vacant units for sale and 149 for rent. This is a considerable change from the 1970's when the vacancy rate was above 6%.

The Federal Department of Housing and Urban Development defines "shortage" or "tight" market conditions as an overall rental vacancy rate of 3% or less and an apartment rate of 5% or less.

In 1970, the median value of a new home in Santa Clara County was about \$24,000 and the vacancy rate for rental housing was 13%. The median household income was about \$12,000. Beginning in 1971 and continuing until 1979 the median new home price rose 244% from \$24,300 to \$83,600 while median household income rose only 69% from \$12,678 to \$21,375.

With today's average cost of homeownership about \$125,000, residents of Campbell are being almost priced out of housing, and renting is no longer an acceptable alternative because of the low vacancy rate along with rents that are rapidly outpacing inflation.

A County Planning Department study entitled "Housing-- A call to Action" stated that 70% of the residents who own their homes could not afford to buy them in today's market. And, more recently it was noted that homebuyers are now spending 40 cents out of every dollar for housing. Even though the planning study was for the County, the results are equally applicable to Campbell.

The median 1980 household income for Campbell residents was \$19,742 according to the 1980 Federal Census. With the average cost of housing in Campbell at about \$125,000, a down payment of \$27,000 would be needed to bring down the monthly payments to \$1,484 (at 16%). Without adding the cost of utilities and maintenance, an income of \$53,424 would be required to purchase the average priced home in Campbell. Even if interest rates dropped to 10%, an annual income of at least \$36,612 would be required to purchase a home selling for \$125,000. (Table V).

A traditional rule of thumb which guides the purchase of a home is that a family should pay no more than 30% of its gross household income for housing. Applying this

rule to the average household in Campbell would mean that the average household could not afford to pay more than \$912 for monthly payments, which leaves them with a shortfall of \$571 needed to enter today's housing market. (Based on the example given above with an annual interest rate of 16%.)

This analysis does not include the ability of an existing homeowner to use equity toward a larger downpayment. However, when considering that almost 58% of the households in Campbell are rented, then it becomes more evident that most households, renters and homeowners who have little or no equity, cannot afford to purchase the average priced dwelling units in Campbell.

TABLE V
THE COST OF HOUSING

HOUSE VALUE	\$125,000			\$150,000		
INITIAL COSTS						
(20% DOWNPAYMENT AND CLOSING COSTS)		\$ 27,076			\$ 32,913	
INTEREST RATE	10%	13%	16%	10%	13%	16%
MONTHLY COSTS						
PAYMENT ON 30 YEAR MORTGAGE	\$ 878	\$1,106	\$1,345	\$1,053	\$1,327	\$1,614
TAXES	104	104	104	125	125	125
INSURANCE	35	35	35	42	42	42
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	\$1,017	\$1,245	\$1,484	\$1,220	\$1,494	\$1,781
REQUIRED MONTHLY HOUSEHOLD INCOME	\$3,051	\$3,735	\$4,452	\$3,660	\$4,482	\$5,343
REQUIRED ANNUAL HOUSEHOLD INCOME	\$36,612	\$44,820	\$53,424	\$43,920	\$53,784	\$64,116

The housing situation for most residents of Campbell during the last eight years has dramatically changed, the result of forces beyond the control of the City and its residents.

B. Analysis of Overpayment, Overcrowding, and Special Housing Needs

It is estimated that 917 low-moderate income (under 80% of median) renter households are overpaying, i.e., spending more than 30% of their gross household income for rent. Figures for owner-occupied housing are not available. It should be noted that rental figures are based on the 1980 Census which shows an average rent for Campbell of \$315. Rents have increased very substantially since the census was conducted and it is plausible that a much larger percentage of renters are overpaying.

Overcrowding is not a significant problem except among recent Asian immigrants with large extended families. Many single family homes with three or more bedrooms are available for rent in Campbell. This factor may alleviate some of the overcrowding. No special housing needs have been identified. If one makes the assumption that units having 1.01 persons per room are overcrowded, then Campbell has a total of 1395 overcrowded units.

The term overpayment is very subjective. A higher income household may not suffer from paying over 30% of household income for housing costs, while the same 30% may be an unmanageable burden to a low income household.

C. Household Size

While population is increasing, household size is actually decreasing. The average number of children in a family has declined and the rate of divorce has increased; thus, both factors contribute toward a demand for more units and smaller units. The average household size in Campbell in 1980 was 2.3 persons per household, down from the 1970 Census average of 3.4 persons per household. Even without an increase in population, the reduced household size would account for a 48% increase in demand for housing units.

D. Housing Condition

As indicated previously, the most used source of data on the condition of the housing stock is the United States Census conducted every ten years. However, because the census is taken nationally, many of the measures of housing

condition included in the census are not suitable for detecting variation in housing condition in small, local areas. Many of the distinctions which are useful nationally are less useful on the local level. For example, in many areas of Santa Clara County, none, or at most a small percentage, of the housing stock lacks some or all plumbing facilities; however the condition or quality of the housing stock does vary significantly from area to area in other important respects. Knowledge about plumbing facilities is, therefore, not an adequate indicator of housing quality in Santa Clara County. Census data must be supplemented with additional information about the condition of the existing housing stock.

In addition to direct measures of the condition of housing stock, the census data contains several measures which can be used as indirect indicators of housing condition. These are generally socio-economic indicators which have been found to be highly correlated with the quality of housing. They are useful both as indirect indicators of housing condition and as a means of relating various existing social and economic conditions to the need for additional housing opportunities.

In general, Campbell's housing stock is representative of the County's housing stock as a whole, being comprised mostly of moderately priced single family residences built since 1950.

In terms of actual housing condition, a city Building Department survey determined that only 5% of the city's housing stock is in need of rehabilitation of which the great majority (91%) are single family units. Of the total single family units needing rehabilitation, 63% of these units are structurally sound and classified as standard, but their condition reflects a lack of maintenance which has manifested itself in signs of deterioration and blight. Using this survey's findings in conjunction with the 1980 Census, the number of substandard

units suitable for rehabilitation is 445, of which 230 are owner-occupied and 215 are renter-occupied.

The downtown area was singled out as an area in transition with housing substantially older than the rest of the city. Of the housing units in this area, approximately 45% require some rehabilitation of which half require major rehabilitation such as new foundations or correction of major structural problems.

The two areas identified as being prime areas for housing rehabilitation are the central area which generally focuses around the central business district along Campbell Avenue, and the San Tomas Area.

The central area has more severely developed conditions of deferred maintenance, land use compatibility conflicts and fewer general amenities than the San Tomas Area. The San Tomas Area has a higher incidence of hazardous conditions, and these mostly relate to the lack of public improvements in much of the area rather than any specific hazards to the housing units themselves.

The general conclusion derived from a windshield survey of the two area was that the central area exhibits the greatest incidence of physical deterioration and visual blight. Although this area has comparatively fewer amenities relating to the general living environment, it is perceived as having great potential as an attractive residential area due to its close proximity to community services and the city's continued level of investment in capital improvements in the downtown area. The development of 144 condominium units presently underway on the old Campbell Grammar School site reinforces the interest in downtown Campbell as a viable residential area.

The following Table VI, taken from 1980 Census information, illustrates several characteristics of Campbell's housing condition.

TABLE VI

YEAR BUILT	PERCENTAGE OF ALL UNITS
1970 OR LATER	30.56
1940 OR EARLIER	5.02
GAS HEATING	75.94
ELECTRIC COOKING	73.70
GAS WATER HEATING	85.00
CENTRAL HEATING	91.42
AIR CONDITIONED	33.80
COMPLETE KITCHENS	99.42
COMPLETE PLUMBING	98.76

E. Land Inventory

As indicated in the preceeding Section A, land available for growth in the City of Campbell is limited because the city is essentially "landlocked" by other jurisdictions and because the city is almost "built-out." This is especially true with regard to land available for the construction of new housing. The Land Use Element of the Campbell General Plan indicates four residential density ranges. These density ranges are:

1. Low Density
 - a) less than 3.5 units per gross acre.
 - b) less than 4.5 units per gross acre.
 - c) less than 6 units per gross acre.
2. Low-Medium Density Residential: 6-13 unit per gross acre.
3. Medium Density Residential: 14-20 units per gross acre.
4. High Density Residential: 21-27 units per gross acre.

Of the total land area planned and zoned for residential development (1778 acres) only 88 acres (4.9%) remained vacant when the most recent land use inventory was completed in July of 1982. The amount of vacant

land which is zoned for residential use is illustrated below in Table VII. It should be noted that for the land use category "Low Density Residential" an average of 4.65 units per gross acre is used.

TABLE VII

ZONING	ACRES OF VACANT LAND	% OF TOTAL VACANT LAND	MAXIMUM NO OF UNITS
R-1 (SINGLE FAMILY/ LOW DENSITY)	43.7	50	203
R-D & R-M (DUPLEX/ MULTIPLE FAMILY)	8.1	9	105
R-2 (MULTIPLE FAMILY/ LOW MEDIUM)	11.0	12	220
R-3 (MULTIPLE FAMILY/ HIGH DENSITY)	25.5	29	688
TOTAL	88.3	100%	1216

As would be expected in a city such as Campbell, which is largely developed, the parcels of vacant land are scattered. These are not in large tracts of land available for development as would be found in the south county areas of Morgan Hill and Gilroy.

Since the city is 97% developed, public facilities such as streets, sanitary sewers, and utilities are in place. The San Tomas Area in the southwestern area of the community still requires the installation of storm drains in some areas to provide flood protection.

Through the Capital Improvement Program, the funding for facilities such as storm drains as well as for street maintenance and repair is scheduled.

In addition to the development of vacant land, there is also the potential in Campbell for the redevelopment of existing residential uses to a higher density as allowed by the current Land Use Element. The extent of this potential development is illustrated below in Table VIII.

TABLE VIII

PLANNED USE	# ACRES BUILT AT LESS THAN MAXIMUM DENSITY	A EXISTING # UNITS	B MAXIMUM # UNITS	TOTAL UNITS DIFFERENCES (B-A)
1. LOW-MEDIUM DENSITY	A) 97.5 @ LOW DENSITY	632	1268	636
2. MEDIUM DENSITY	A) 41.6 @ LOW DENSITY	193	832	639
	B) 5.8 @ LOW-MEDIUM DENSITY	75	116	41
3. HIGH DENSITY	A) 30.0 @ LOW DENSITY	140	810	670
	B) 5.9 @ LOW-MEDIUM DENSITY	77	159	82
	C) 3.7 @ MEDIUM DENSITY	74	100	26
TOTAL UNITS				2094

It should be noted that even though there is the potential to redevelop existing "underdeveloped" areas with a maximum of approximately 2,094 units, there is the caveat that this redevelopment will occur only if market conditions, i.e. demand for housing, housing costs and land costs, make it economically feasible for the redevelopment to occur primarily in the private sector. There is the additional caveat that the total additional units possible will occur with complete "build-out" of the city.

F. Potential and Actual Local Governmental Constraints

The Campbell General Plan, which includes all nine state-mandated elements, is adopted after consideration of input from residents of the community at public hearings and meetings. As such, the Plan is a reflection of the goals and objectives of the city. In reviewing applications for development, these goals and objectives act as potential constraints. For example, the residential densities allowed in the community are specific to Campbell. Recent amendments to the Land Use Element to decrease residential densities in the San Tomas Area effectively reduces the maximum number of units that can be constructed in the area.

As mentioned previously, Campbell's ability to expand its area is constrained by the fact that the city is completely surrounded by other urbanized governmental jurisdictions.

The city's codes constrain housing construction by placing requirements on construction and design standards, thus adding to the costs. Campbell has adopted both the Uniform Building Code (U.B.C.) and the Uniform Fire Code (U.F.C.), both of which establish minimum construction standards.

The requirements established in the city's Zoning and Subdivision Ordinances also establish minimum development standards which may place constraints on the economic or physical viability of a site for housing development.

The city has a history of vigorous enforcement of the U.B.C., U.F.C., Zoning and Subdivision Ordinances. While this may be viewed by some as a constraint, the enforcement of the various codes is undertaken with the intent of providing for the public health, safety, and welfare.

Processing time, permits and fees required by the city may contribute to the constraints to housing development. Insofar as time to process a permit application is concerned, it is estimated that for every month that a residential project is delayed beyond its planned construction date, the cost per units increases by approximately 1.1 to 1.5% of the selling price. To help minimize the potential impact of the time constraint, Campbell has reduced its application processing time to approximately 30 days for architectural review applications, variances and use permits. Processing time for planned unit developments and zone changes is approximately 90 days. Applications which require consideration of a general plan amendment are also

processed in 90 days, but can only be scheduled four times in any calendar year as stipulated by the State Government Code. These time periods are the minimum for permit processing and are subject to extension if a determination is made that an Environmental Impact Report (EIR) is required pursuant to the provisions of the California Environmental Quality Act (CEQA).

Fees charged by the city to review and process permit applications must also be considered as governmental constraints, since this cost is also borne by the consumer. Fee schedules in Campbell are reviewed periodically, and generally reflect the cost to the city in processing the application.

G. Nongovernmental Constraints

There is a demand for a wide variety of housing types at different price ranges which closely parallels the characteristics of the market population. The housing demands which are met depend upon the developer's perception of the demand, the availability of land for various types of residential development, the costs of land, construction and financing, and the developer's opportunity to profit.

The major cause of increasing new home prices in all regions has been the cost of buildable land. The costs are associated with the acquisition and improvement of land, including the market price of raw land, and necessary improvements to the land prior to construction. All of these components comprise the "finished" lot and are estimated to contribute 25% to 35% of the final sales price of new homes.

The cost of holding land during the development process is determined by the interest rates of acquisition and development loans. The rate of interest for these

loans generally run 2% to 4% higher than the prime interest rate. These costs are not within the control of the local government, but rather a function of the regional and national economy.

The availability of land for residential development within the city is very limited, creating a premium price for developable land. Left alone, the rapidly escalating market price of land will tend to encourage higher priced development. Higher density zone may reduce the cost per unit of land, but land zoned for higher densities commands a higher market price, and this has the most significant impact on the lower income households.

Construction costs represent between 40% and 50% of the sales price of new homes, depending upon the level of amenities and type and amount of units constructed. "Bare bones" construction, or a reduction in amenities and quality of materials to the minimum level of acceptability for health, safety, and adequate performance, could help reduce new housing costs.

Requiring developers to provide sewers, streets, open space, and other public facilities adds to the price of new housing, as these costs are passed on to the buyer. Construction costs may be increased by special construction methods which may be necessary for mitigation of excessive noise levels, seismic safety and other environmental conditions.

An additional construction cost factor is related to the number of units built at the same time. As this number increases, construction costs over the entire development are reduced because earlier build-out reduces the effect of inflation on prices, and some costs can be lowered by buying and installing materials in larger quantity. This factor may provide an additional benefit when density bonuses were and are utilized. Unfortunately, with the predominantly small parcels remaining large scale development is no longer possible.

Factory built housing may be an alternative to consider in order to provide affordable housing, as the units, by themselves may be produced at a lower cost than conventional site-built housing. However, when the factory built units are placed on finished lots, they may not be competitive from a developer profit standpoint due to the costs of raw land and lot finishing.

Financing problems have also contributed to constraining the housing market. The impact of interest rates on housing is substantial, both for renters and purchasers, the required down payment may be an obstacle to obtaining suitable housing. Conventional financing generally requires 10% to 20% of the sales prices be paid as a down payment. Accumulating such a large amount of capital can be a problem for first time entrants into the housing market. Households which are relocating will often have enough equity in a previous residence to meet the down payment requirements of the next home. Government insured loan programs may be available to reduce down payment requirements considerably if the household and desired property met certain qualifications. Veteran's Administration (V.A.) loans require no down payment but have an upper limit on purchase price. Federal Housing Administration (F.H.A.) insured loans usually call for approximately a 5% down payment with a limit on the loan amount. These types of financing generally require the buyer or seller to pay additional money, called points, to compensate the lender for lower interest rates.

There are other financing programs available that can aid low and moderate income households to obtain adequate housing. Graduated monthly payment mortgages allow a purchaser to make smaller monthly payments during the early years of the loan and larger monthly payments during later years when hopefully, income will have increased.

Low interest loans may be available through mortgage-back revenue bonds.

Still other financing mechanisms continue to emerge as a result of escalating housing and money costs. These mechanisms are primarily designed to allow the resale of housing to take place when mortgage interest rates are high and to protect lenders from fluctuating interest rates.

H. Special Housing Needs

Much of the housing needs for special need groups stem from income-related problems that are a function of national economic and societal orientation not easily addressed, and often impossible to resolve, on the municipal level. Short of national measures to redistribute wealth, housing needs of the elderly and handicapped require mass infusions of public monies for their resolution; a solution far beyond the fiscal capacities of municipal government. Similarly, the shelter needs of youth and other residential facility-oriented need groups require large amounts of public monies as well as individuals trained in the handling of such needs and the capacity to organize relevant resources.

Specific housing needs for Campbell's senior citizens, handicapped persons, and female heads of households are addressed in the Housing Assistance Plan (HAP). The HAP is updated annually in conjunction with the application process for funding through the Housing and Community Development Act of 1974. A copy of Campbell's most recently approved HAP is attached.

I. Energy Conservation Opportunities

New construction in Campbell is required to meet the State's energy conservation requirements, commonly referred to as Title 23. Administration of this code is the responsibility of the Building Department. The City also

provides low interest loans as part of the HCD program for owners of existing homes to rehabilitate their property, including energy conservation measures. There are also funds available from private sources, such as PG&E for energy conservation.

IV . Implementation Program

A. Identification of Adequate Sites.

Section III, E, includes an analysis of the maximum number of units that could be constructed on existing vacant parcels and through redevelopment of existing underdeveloped sites. As would be expected in a city such as Campbell, which is largely developed, the parcels of vacant land are scattered throughout the community. Land is available for all types of housing, however land for mobilehome parks is becoming increasingly scarce. In order to protect two of the mobilehome parks, the City Council has adopted a "Mobile Home Park" designation in the Land Use Element of the General Plan.

Since the City is 97% developed, public facilities such as streets, sanitary sewers, and utilities are in place. The San Tomas Area, in the southwestern section of the community still requires the installation of storm sewers in some areas to provide flood protection. Through the Capital Improvement Program, the funding for facilities such as storm drains as well as for street maintenance and repair is scheduled.

B. Development Assistance for Low-and-Moderate Income Households

According to ABAG's "Housing Needs Determination" report, 41% of Campbell's households fall into the low-and-moderate income categories. With the cost of housing and interest rates being what they are, the

ability for these income groups to acquire housing for the first time buyer or for mobility to more suitable housing as family size increases is severely limited. In order to assist these groups, Campbell has taken the following steps.

a) Garage Conversions - Campbell allow the conversion of an existing garage in a single family unit to additional living space without requiring the provision of a covered parking space. Such conversions are subject to approval of a Conditional Use Permit.

b) Additional Units - Campbell allows an additional living unit to be constructed on a large single family lot. Such additional units may be either attached to the existing dwelling or detached.

Low income households (including renter households) will receive assistance from Campbell's Redevelopment Project Area, since state law requires that 20% of the revenues generated by tax increment be used for provision of low income housing. The anticipated amount of tax increment funding for low income housing is indicated below in Table IX.

<u>TABLE IX</u>	<u>REDEVELOPMENT PROJECT</u>
<u>FISCAL YEAR</u>	<u>HOUSING FUND (DOLLARS)</u>
1983-84	-0-
1984-85	\$ 22,000
1985-86	86,400
1987-88	100,000
1988-89	106,000

In addition, Campbell has approved housing which is designed for first time home buyers through the County Mortgage Revenue Bond Program.

C. Removal of Governmental Constraints

In an attempt to remove some governmental constraints to the maintenance, improvement and development of housing, as required by Section 65583(c)(3) of the Government Code, the City Council has approved of "alternate street improvements" as part of a development approval. These alternate

street improvements permit the consideration of alternate materials (i.e. asphalt instead of concrete curbs, gutters, and sidewalks) and thereby may reduce costs to the developer which in turn could be passed on to the consumer.

In other areas of governmental constraint, such as plan check fees and code enforcement, it is the City's position that these are necessary. Fees, while kept at a reasonable rate, ensure that the persons who actually benefit from a project are the ones who pay for the review process. Code enforcement is considered necessary to ensure that the housing stock meets minimum standards for the public health, safety, and welfare.

D. Conservation and Improvement of Existing Housing Stock

In an effort to conserve and improve the existing housing stock, the City has taken several positive steps. One of these, which has already been mentioned is the designation of two existing mobilehome parks on the Land Use Element of the General Plan for "Mobilehome Park" use only. This designation would necessitate an amendment to the General Plan prior to any change of use.

A second step to help with the rehabilitation and conservation of existing affordable housing is the City's Condominium Conversion Ordinance. This ordinance, while not placing a limit on the number of units converted, does require that any conversion of rental units to condominiums must meet the minimum current code requirements. In addition, additional open space is required on site to help assure a better quality of life for residents of the converted units.

Lastly, the City of Campbell has expanded its housing rehabilitation loan program to investor-owned rental properties. There must be a minimum of two units in a structure and all units must be rentals. The minimum loan amount per unit is \$1,000 while the maximum is \$10,000. The current interest rate is 8% and the loan is secured by a deed of trust on the property.

In exchange for the below market interest rate loan, the owner must sign an agreement with the Housing Authority of Santa Clara County promising to rent the rehabilitated unit to low or moderate income households for a period of fifteen years. If an owner sells the property within the fifteen years, the Section 8 contract will be transferred to the new owner and the loan can be assumed. Rents for the rehabilitated units must fall within the guidelines of the Section 8 Moderate Rehabilitation Program and current tenants must meet federal income guidelines; for instance, a family of two must earn less than \$20,800 annually to qualify. The tenant pays rent up to 30% of his or her income directly to the owner and the Housing Authority pays the difference up to the allowable fair market rent. A vacant unit must be rented to an income eligible household. These restrictions apply only to rehabilitated units. Before an agreement can be signed, the Housing Authority will conduct a feasibility study which includes a physical inspection of the unit. Code items will receive the highest priority for rehabilitation assistance.

The rehabilitation objective for the City of Campbell for the period 1984-1988 is as follows:

1. OWNER-OCCUPIED, SINGLE FAMILY UNITS -- 15
2. RENTER-OCCUPIED, MULTI-FAMILY UNITS -- 6

E. Maximum New Construction Objectives

Based on the need for housing established by ABAG, it is the objective of the City of Campbell to construct

new housing units for the following income categories, indicated in Table X below.

TABLE X
NUMBER OF UNITS @ SPECIFIED INCOME LEVEL

<u>YEAR</u>	<u>VERY LOW</u>	<u>LOW</u>	<u>MODERATE</u>	<u>ABOVE MODERATE</u>
1984	36	28	38	70
1985	36	28	38	70
1986	36	28	38	70
1987	36	28	38	70
1988	36	28	38	70
	180	140	190	350

It is anticipated that this objective can be accomplished by 1988. The city has already met a large portion of the "very low income" need with the addition of the recently completed Rincon Gardens senior housing project.

F. Summary of Five Year Schedule of Action

	1984	1985	1986	1987	1988
(1) Continue to participate in the residential mortgage revenue bond program for rental housing & single family (if available)	X	X	X	X	X
(2) Utilize 20% of redevelopment tax increment for construction of low/moderate income housing		X	X	X	X
(3) Continue single family owner-occupied housing rehabilitation program	X	X	X	X	X
(4) Implement a multiple unit rental rehabilitation program	X	X	X	X	X
(5) Encourage infill development by making zoning changes which are consistent with City Council policy		X	X	X	X

G. Potential Funding Assistance

The following programs may be of potential assistance in providing funding necessary to help implement Campbell's housing program.

a) Section 235

Description: Section 235 was added to the National Housing and Urban Development Act of 1968. Section 235(i) authorized mortgage insurance for homes of low-income purchasers, but not for project mortgages. It provided for insurance of mortgages involving: (1) single-dwelling units approved prior to construction or substantial rehabilitation; and (2) individual units in existing projects covered by mortgages insured under Section 236 or individual units in existing projects receiving rent supplement assistance. Depending on the purchaser's income, the insured mortgage could be subsidized to the extent that the purchaser would only pay 1% interest.

The funds for the 235 program were impounded in 1973. The program was reactivated in January 1976, but the assistance offered was considerably different than under the original program. The interest subsidy was less than the original program provided and the down payment was greater. Also, "existing" units no longer qualified for financing under the program.

b) Section 8

Description: (1) New Construction (Presently Inactive): The Section 8 New Construction program guarantees assistance to the tenants of a specified percentage of the units to be constructed in a proposed apartment complex. Tenants of the project, once it is built, will pay no more than 30% of their income for rent. The owner of the project contracts with HUD for the difference between the tenant's contribution and the Fair Market Rent established for the unit by HUD. No new projects are being approved. The contracts

for Section 8 assistance are renewable up to 20 years. Because Section 8 is a form of assistance to the tenant, the project sponsor must also obtain permanent financing for the complex. Examples of mortgages the sponsor may choose from, include: Section 221(d)3 or 221(d)4 mortgage insurance or Section 202 direct lending for elderly/handicapped projects.

(2) Existing: The Section 8 Existing Program is implemented through two methods. The Santa Clara County Housing Authority operates some of the units. The Housing Authority pays the owner the difference between 30% of the tenant's gross income and the federally determined fair market rent. Prospective tenants are certified as eligible for Section 8 assistance by the housing authority staff. They must then find a rental unit within the Fair Market Rent limitations.

The owner of the prospective rental unit must contract with both the tenants and the housing authority and the unit must pass inspection by the authority.

The other method of utilizing the Section 8 Existing program is for HUD to contract directly with the owner of a project.

(3) Substantial and Moderate Rehabilitation: The Section 8 Substantial and Moderate programs are technically available, but have not been used yet in Campbell other than in connection with HUD foreclosed apartment projects. An owner of a unit needing substantial rehabilitation could contract directly with HUD to provide assistance on behalf of a qualified tenant, effective upon the rehabilitation of the unit. Maximum Fair Market Rents are the same as for Section 8 New Construction.

Status:

(1) Under the New Construction Section 8 program, 156 units have been completed.

(2) The Housing Authority has provided Section 8 certificates for 89 units in Campbell.

(3) No units under the Section 8 Substantial Rehabilitation program have been completed except that 100 units or originally designated Section 236 participated in this program in Campbell.

c) Section 312

Description: This program offers direct 3% rehabilitation loans from HUD to owners of dwelling units needing repairs. The loan term is up to 20 years and the maximum loan amount is \$27,000. In some circumstances, these loans may refinance existing debt on the property. These loans are only available in CDBG Target Areas.

Status: No 312 loans have been applied for; no new funds have been allocated but revolving fund is available.

d) Conventional Public Housing

Description: Conventional public housing, first provided for under the U.S. Housing Act of 1937, remains one of the best--and, in the long run, cheapest--means of supplying low-income housing. Over a million units developed under the public housing program are operating and receiving annual assistance. HUD provides an interim loan to cover project construction costs. When the project nears completion, that loan is refinanced through the Housing Authority's sale of tax exempt bonds. Annual contributions are made by HUD to cover debt service on the bonds as well as on-going operating and social service costs.

Status: The City of Campbell passed an Article 34 Referendum which provided for the construction of 200 units of Housing for Senior Citizens and physically disabled persons. The 200 units have been constructed and the facility is now being operated by the Santa Clara County Housing Authority.

e) Cal-Vet Home Loans

Description: Veterans born in California, or who were residents of California at the time of enlistment may be eligible for 8% financing of owner-occupied

units. Only those veterans who served during certain time periods are eligible. The 8% loans are not backed by mortgages; rather, the veteran buys the house on a contract of sale, obtaining legal title only upon paying off the loan. The maximum loan amount is approximately \$55,000. The terms of the loans are generally 25 years. Newly constructed, standard existing and substantially rehabilitated units are all eligible for financing under this program.

Status: The program is currently processing applications for veterans who were wounded, disabled, POW's or Purple Heart recipients. Other veterans are placed on a waiting list.

f) CHFA New Construction

Description: The California Housing Finance Agency provides low interest loans for the construction of low moderate income housing.

Status: The City of Campbell approved the construction of 104 units of senior housing; the only project currently constructed with CHFA funds in Campbell. The senior complex includes 36 units that receive a Section 8 subsidy.

g) CHFA Tax Exempt Bonds (Rental Construction)

Description: Recent legislation (AB665) will provide cities with the ability to make construction and mortgage revenue bond funds available for the construction of new rental housing, to include capital improvements.

A city(ies) acting as a cooperative unit may issue bonds. Campbell participates in the Santa Clara County cooperative program. An option available to a city or cities is to contract with the California Housing Finance Agency (CHFA), which would then issue bonds on behalf of the city or cities.

Status: 20% of the units are required to be made available for low income households. The legislation also includes that 10% of the funds may be used

to develop commercial property for lease so long as the commercial property is located on the same parcel or a parcel adjacent to the multi-family housing development.

h) Single Family Mortgage Revenue Bond

Campbell has participated with other cities in Santa Clara County in a program which provides below market interest rate mortgages to first-time home buyers who meet certain income qualifications. The program requires the participation of a developer who pays points in order to sell units under this arrangement. Several units have been sold in Campbell through this program. It's operation is dependent upon federal legislation which allows the sale of bonds.

i) Equity Sharing

Description: Equity sharing is a new and developing form of real estate finance. Consequently, the definitions and terminology used in the industry are evolving and are not yet standardized. The term "equity sharing" has been used as a generic term for any arrangement in which investors share in property appreciation. The California Department of Housing and Community Development originally labeled the concept "homeownership co-investment" (or HCI) because public funds would be co-invested with those of a homebuyer in order to make housing affordable.

Equity sharing has considerable appeal because it makes homeownership affordable for a greater number of people. However, the concept can also be applied to rental housing; both lower rents and higher rental production can result from equity sharing. Equity sharing can also be applied to local economic development projects. In fact, some of the earliest applications of equity sharing were for commercial developments.

Equity sharing technically requires an ownership interest in the property. This is because "equity"

is the monetary value of an owner's interest in real estate over and above any liens against the property. Sharing through a loan structure is more precisely called appreciation sharing. Such loans are called shared appreciation loans or shared appreciation mortgages (SAMs). A variety of other labels have been used for these programs, including equity partnerships, equity partnerships, equity participation and equity participation mortgages (EPMs). However, these terms do not necessarily have different meanings.

Status: Equity sharing has not been used in Campbell but could be instituted through a non-profit "Local Development Corporation."

j) Local Programs

(1) CDBG Housing Rehabilitation Program

Description: The program is designed to increase the supply of standard housing units through the rehabilitation and conservation of existing sub-standard housing units in selected neighborhoods or areas. This program has changed residential neighborhoods which contained extensive structural deterioration and physical blight. The rehabilitation and conservation program offers assistance to homeowners in determining the existing deficiencies, procuring cost estimates, securing the rehabilitation services and obtaining financial assistance. It makes available 3% rehabilitation loans and no-interest, deferred payment loans to owner-occupants of single family units located in designated areas.

Status: The City has expended almost \$700,000 of CDBG funds for low interest loans and grants for rehabilitating owner-occupied housing.

(2) Moderate Rehabilitation Program

Description: The program is designed to rehabilitate rental units which are now substandard or have major building components which will soon need repair or replacement; to provide a rental income to

an owner that will repay rehabilitation costs, meet monthly operating expenses and allow a reasonable profit on the owner's investment in the property.

Status: The City of Campbell is currently making available low interest loans to owner-investors who choose to participate in the Mod Rehab Program. The program has not yet been utilized.

(3) Fair Housing Program

Description: The Urban County Community Development Block Grant program provides funding to a consortium of Fair Housing Organizations who provide legal services and counseling to persons who believe they have been discriminated against in housing because of race, sex, marital status, religion, national origin or families with children in rental housing.

Status: The City of Campbell, through its participation in the Urban County CDBG program, receives discrimination complaint assistance from Operation Sentinel.

(4) Shared Housing

Description: There are two program that provide shared housing. Both are funded through the CDBG program.

Status: The City of Campbell makes referrals to "Shared Housing" and "Project Match."

(5) Disabled Housing

Description: The City of Campbell has funded the acquisition and rehabilitation of a Transitional Living Center for physically disabled persons.

Status: The Center is providing temporary housing for physically disabled persons while they are adapting to their physical disability. The Transitional Living Center opened in November 1980.

H. Citizen Participation

The requirements for notice of public hearings as specified in Sections 65351 and 65355 of the California Government Code were followed in the preparation of the Housing Element.

Additionally, the City held extensive neighborhood meetings in the southwestern section of the community, known as the San Tomas Neighborhood. These meetings were prompted by numerous requests from residents in the area to protect the neighborhood from increasing residential densities as a result of infilling of the relatively large (0.5 to 1.5 acre) lots. The culmination of these meetings was an amendment to the Land Use Element to reflect lower residential densities.

This change in policy with regard to land use is incorporated into the Housing Element.

V. HOUSING ASSISTANCE PLAN

RESOLUTION NO. 6595

BEING A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CAMPBELL, CALIFORNIA ADOPTING A HOUSING ASSISTANCE PLAN.

WHEREAS, it is necessary for the City to have a Housing Assistance Plan under the terms of the Joint Powers Agreement with the County of Santa Clara for receipt of Community Development Block Grant funds; and

WHEREAS, the City Council does find and determine that the attached Housing Assistance Plan represents the housing needs and goals of the City of Campbell;

NOW, THEREFORE, BE IT RESOLVED that the City Council does adopt the attached Housing Assistance Plan.

PASSED AND ADOPTED this 6th day of September, 1983 by the following roll call vote:

AYES: Councilmen: Podgorsek, Paul, Ashworth, Doetsch, Chamberlin
NOES: Councilmen: None
ABSENT: Councilmen: None

APPROVED:

Dean R. Chamberlin
Dean R. Chamberlin, Mayor

ATTEST:

Anne G. Coyne
Anne G. Coyne, City Clerk

THE FOREGOING INSTRUMENT IS A TRUE AND CORRECT COPY OF THE ORIGINAL ON FILE IN THIS OFFICE.

ATTEST: ANNE G. COYNE, CITY CLERK
CITY OF CAMPBELL, CALIFORNIA

BY Anne G. Coyne
DATED 9/9/83

PART I - HOUSING ASSISTANCE NEEDS

	TENURE TYPE	STANDARD UNITS		SUBSTANDARD UNITS		SUBSTANDARD UNITS SUITABLE FOR REHAB		
		OCCUPIED UNITS	VACANT UNITS	OCCUPIED UNITS	VACANT UNITS	OCCUPIED UNITS		VACANT UNITS
						Total	Lower Income	
		A	B	C	D	E	F	G
6	Owner	4350	80	589	108	230	180	20
7	Renter	6170	65	530	84	215	170	25

		ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
		H	I	J	K
8	Very Low Income	270	77	5	352
9	Percent	76.7 %	21.9 %	1.4 %	100%
10	Other Lower Income	190	170	16	376
11	ETR	0	0	0	0
12	To be Displaced	120	65	4	189
13	Total	580	312	25	917
14	Percent	63.2 %	34.0 %	2.8 %	100%

TABLE 1 - UNITS TO BE ASSISTED						
		REHABILITATION OF SUBSTANDARD UNITS	NEW CONSTRUCTION	CONVERSION TO STANDARD UNITS		HOME IMPROVEMENTS
		L	M	N		O
15	Owner	40	10			30
16	Renter	15	50			0
(UNITS EXPECTED TO ASSIST LOWER INCOME HOUSEHOLDS)						
17	Owner	40	10			25
18	Renter	15	50			0

		ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
		P	Q	R	S
19	Households to be Assisted	44	31	5	80
20	Percent	55 %	38.7 %	6.3 %	100%

TABLE III - GOALS FOR HUD RESOURCES: SUBJECT TO LOCAL REVIEW AND COMMENT					
		ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
		T	U	V	W
21	Households to be Assisted	44	31	5	80

HOUSING TYPE PREFERENCE (Maximum Number of Units that will be Accepted)			
	NEW	REHAB	EXISTING
22	80	70	60

23 ☐ Check this box if the applicant wishes to review State Housing Agency proposals within its jurisdiction.

24	Attach map identifying the general locations of proposed assisted housing.
----	----------------------------------------------------------------------------

PART I - HOUSING ASSISTANCE NEEDS

NARRATIVE

The City of Campbell uses the federal Section 8 Existing Housing Quality Standards for its definition of a standard unit. Therefore, a dwelling which does not meet this minimum is considered substandard. A substandard unit is considered suitable for rehabilitation if it is a conforming use according to the City zoning ordinance and can be brought up to standard for a cost that is less than 50% of the assessed value of the dwelling.

The expected impact of conversion of rental housing to condominium or cooperative ownership is minimal. Many of the rental units in Campbell are quite old and would not be marketable. Furthermore, in order to convert, the rental complexes would have to meet the stringent standards of new condominium developments regarding parking requirements and open space. This is not feasible in most cases.

It is very difficult to estimate the number of lower income minority households in substandard housing or the number of lower income minority households requiring rental subsidies because of the lack of 1980 Census information and the fact that Campbell's minority population has increased substantially since 1970. This is particularly evident in the case of the Southeast Asian population. It is clear that a majority of the non-hispanic minority population are renters. It is estimated that there are 30 owner occupied substandard dwellings housing lower income minority households and 125 renter occupied substandard dwellings housing lower income minority households. Of the 30 lower income owner households, 7 are elderly, 20 are small family and 3 are large family. Of the 125 renter households in substandard housing, 20 are elderly, 75 are small family and 30 are large family.

Approximately 145 lower income minority households are in need of rental subsidies. Of these, 40 are elderly, 70 are small family and 35 are large family. Five lower income minority households are expected to be displaced; three of these are elderly and two are small family.

Current information on the handicapped population is not available. There are group home facilities available for a small number of handicapped persons. It is estimated that there are 500 handicapped individuals in the City and special housing is provided for less than 10% of this population.

Fourteen percent of the households in Campbell are headed by single individuals with dependent children. Female heads of household experience difficulty in securing rental housing.

There are a substantial number of low income elderly persons who reside in mobile homes which are currently non-conforming uses. These households make up a substantial portion of those households expected to be displaced. Some own their mobile homes and rent their space while others rent both. A large number of these persons wish to continue living in mobile homes but zoning for this housing option is limited in the City of Campbell.

PART II - THREE YEAR GOAL

NARRATIVE

No standard residential units will be demolished. However, some mobile homes will be relocated. Most households to be displaced will be relocated through the City's proposed redevelopment project and will receive state mandated benefits. In order to provide replacement housing, the City may acquire sites and provide other assistance for private developers to develop new housing.

Campbell has an agreement with the Santa Clara County Housing Authority to provide assisted housing within the City. Additionally, Campbell uses most of its CDBG money for housing rehabilitation including housing for the handicapped.

The City will take advantage of any federal or state subsidy program. Our success in meeting the housing goals is largely contingent upon the availability of such subsidies.

PART IV - ANNUAL GOAL

NARRATIVE

The City of Campbell will take advantage of all available HUD programs in order to meet its annual housing goal. The City will also utilize its CDBG funds to provide rehabilitation assistance. The City's rehabilitation program guidelines limit rehabilitation assistance to lower income households.

ZONING MAP

DOWNTOWN AREA

- 3-S MULTIPLE FAMILY RESIDENTIAL
- 1-S NEIGHBORHOOD COMMERCIAL
- 2-S GENERAL COMMERCIAL
- 3-S CENTRAL BUSINESS DISTRICT
- P-O-S PROFESSIONAL OFFICES

EX-101

M-1-S LIGHT INDUSTRIAL USES

M-2-S HEAVY INDUSTRIAL USES

CM-B CONTROLLED MANUFACTURING

P-D PLANNED DEVELOPMENT

P-F PUBLIC FACILITIES

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
ENTITLEMENT PROGRAM

HOUSING ASSISTANCE PLAN

1. NAME OF COMMUNITY

City of Campbell

2. GRANT NUMBER

B - - - - -

3. PERIOD OF APPLICABILITY

FROM: 10/1/82 TO: 9/30/83

4.

☒ Original ☐ Revision ☐ Amendment5. INCREMENTAL YEAR OF
SUBMISSION☒ 1 ☐ 2 ☐ 3

6.

HUD APPROVAL

(Signature of Authorized Official)

(Date)

7. INCORPORATION OF HAP, PARTS I - III, BY REFERENCE. Parts I, II and III of the HAP approved _____
are incorporated by reference and are not contained in this (second) (third) year submission. (Latest amendment date of the HAP, Parts I - III, if any: _____)

PART IV - ANNUAL HOUSING ASSISTANCE GOALS

PROGRAM OR PROJECT <i>List HUD Assisted Rental Housing Programs first, then other Renter Programs and Owner Programs Separately.</i>	HUD	UNITS TO BE ASSISTED		LOWER INCOME HOUSEHOLDS TO BE ASSISTED			
		NUMBER OF UNITS	HOUSING TYPE	ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
A	B	C	D	E	F	G	H
Section 8	X	10	Rehab.	5	5	0	10
Section 8	X	5	Existing	2	3	0	5
CDBG		10	Rehab.	5	4	1	10

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
ENTITLEMENT PROGRAM

HOUSING ASSISTANCE PLAN

NAME OF COMMUNITY

City of Campbell

2. GRANT NUMBER

3 - - - - -

3. PERIOD OF APPLICABILITY

FROM: 10/1/83 TO: 9/30/84

4.

☒ Original ☐ Revision ☐ Amendment5. INCREMENTAL YEAR OF
SUBMISSION☐ 1 ☒ 2 ☐ 3

6.

HUD APPROVAL

(Signature of Authorized Official)

(Date)

7. INCORPORATION OF HAP, PARTS I - III, BY REFERENCE. Parts I, II and III of the HAP approved

are incorporated by reference and are not contained in this (second) (third) year submission. (Latest amendment date of the HAP, Parts I - III, if any:)

PART IV - ANNUAL HOUSING ASSISTANCE GOALS

PROGRAM OR PROJECT <i>List HUD Assisted Rental Housing Programs first, then other Renter Programs and Owner Programs Separately.</i>	HUD	UNITS TO BE ASSISTED		LOWER INCOME HOUSEHOLDS TO BE ASSISTED			
		NUMBER OF UNITS	HOUSING TYPE	ELDERLY	SMALL FAMILY	LARGE FAMILY	TOTAL
A	B	C	D	E	F	G	H
Section 8	X	5	Rehab	3	2		5
Section 8	X	20	Existing	10	6	4	20
CDBG Owner Occupied		13	Rehab	7	5	1	13
CDBG Renter Occupied		5	Rehab		3	2	5
Redevelopment		15	New	10	4	1	15

5 CONSERVATION



ADOPTED DECEMBER 26, 1972

CONSERVATION ELEMENT

	<u>Page</u>
I. Goals/Objectives and Policy Implementation	
A. Goals/Objectives	78
B. Policy Implementation Matrix	79

APPENDIX

II. Conservation Element Background	
A. Introduction	80
B. Conservation in Campbell	80
C. Implementation	82

I. GOALS/OBJECTIVES AND POLICY
IMPLEMENTATION

A. Goals/Objectives.

1. To conserve, manage, and prevent the
wasteful destruction of the City's
natural resources.
2. To prevent the pollution of streams
and other waters.
3. To minimize the risk from flooding.

B. POLICY IMPLEMENTATION MATRIX

CONSERVATION ELEMENT POLICIES	DEPARTMENT/AGENCY RESPONSIBLE FOR IMPLEMENTATION	GOALS					
		1. CONSERVE THE CITY'S NATURAL RESOURCES.	2. PREVENT THE POLLUTION OF WATERS.	3. MINIMIZE THE RISK FROM FLOODING.			
1. The City shall assist in preventing, controlling, and correcting the erosion of creek and flood control banks.	Public Works Water District	X	X	X			
2. Areas that are being used for the conservation of natural resources such as the percolation ponds and the flood control system shall be preserved and indicated as such on the General Plan and zoning map.	Planning	X		X			
3. The City shall restrict development in the 100-year flood plain.	Planning	X	X	X			
4. All application for development adjacent to Santa Clara Valley Water District property shall be referred to that agency for review.	Planning Water District		X	X			
5. The City shall encourage those types of industry that do not create water and air pollution.	Planning	X	X				
6. Site and architectural review shall ensure that development adjacent to natural resource areas is designed so as to be compatible as possible.	Planning	X	X				
7. Existing trees shall be retained in new development wherever possible.	Planning	X					

APPENDIX

II. Conservation Element Background

A. Introduction

California Government Code, Section 65302(a), requires that a Conservation Element be developed for

"...the conservation, development, and utilization of material resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources..."

The City of Campbell is in a rather unique position in relation to other cities in Santa Clara County in that it is surrounded by a relatively uniform urbanized area and it is already largely developed. Essentially, the only remaining natural resources in Campbell are those water resource areas associated with the percolation ponds and the flood control channels. In addition to serving flood control and ground water recharge zones, these areas also serve as recreational areas and wildlife habitats.

B. Conservation in Campbell

The larger the city, the greater its impact upon the environment. This truism stems from the fact that the larger the city is the more land it consumes, as well as from the fact that there is an increased demand on the surrounding resources by the large population. If one were to take such a simplistic approach, one could rationalize that Campbell, per se, would have a minimal effect on the consumption as well as the conservation of natural resources. Considering that there are only 32,000 people in the city proper, and over one million in the greater San Jose area, this argument would appear to hold some credence.

As indicated earlier, however, Campbell is anything but an isolated community. The city relies on the greater metropolitan area for most of its utility services: electricity, water, gas, sewers, etc. In the same manner that Campbell depends on the greater metropolitan area for these services, it also has a responsibility to the area to conserve whatever natural resources it can. There are no mineral deposits being mined in the city, nor are there any extractive industries.

The valley floor location practically eliminated soil erosion, wildlife, and natural vegetation from consideration in the Conservation Element. Slopes in the area are gentle. The natural wildlife has long since left the area, as the result of increasing urbanization. Natural vegetation in the area has also succumbed to the previous use of the valley floor for ranching and orchards.

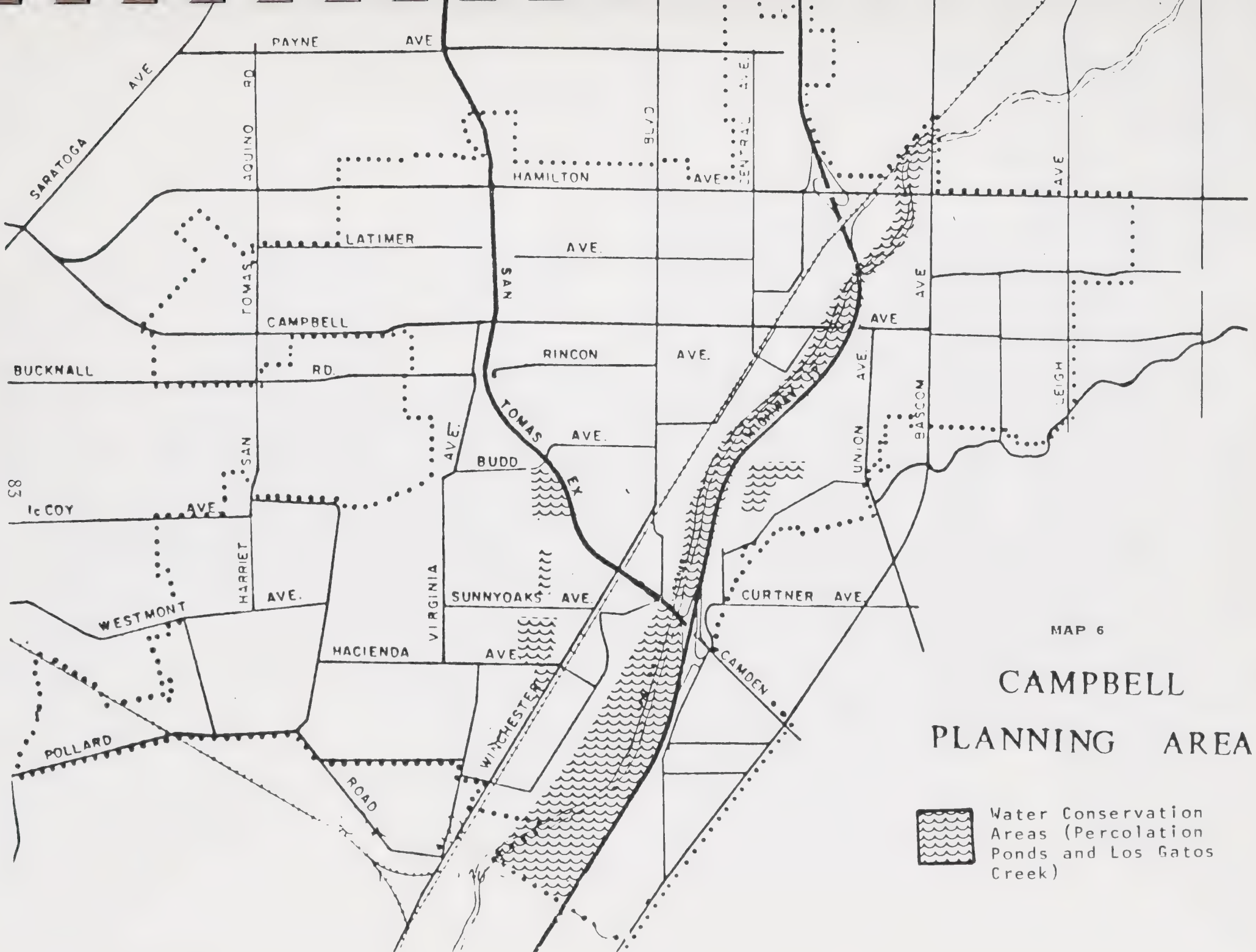
Campbell has, however, taken the initiative to protect birdlife in the city, as well as to undertake a vigorous program of tree planting. Resolution 2405 was adopted by the City Council on November 27, 1967, to "encourage the conservation and preservation of wildlife within the limits of the jurisdiction of the City of Campbell as a sanctuary for birds." Likewise, with the tree planting program, the city has undertaken the planting of trees in several of the major streets and open areas such as the high bank area of the Los Gatos Creek. In addition, the City has required, as part of the architectural review procedure, that new development include landscape plans and that landscaping be installed.

Campbell's major responsibility in the conservation of natural resources lies in the conservation of water. Throughout the valley, the Santa Clara County Flood Control and Water District has set aside lands for the replenishment of the aquifers. A system of percolation ponds, dikes, canals and dams have been established to conserve as much of the winter rainfall as possible. The southeastern portion of the City has several acres devoted to this percolation system. Most notably these include Cambrian-Parr, Oka Lane, Page, Sunnyoaks, Budd Avenue, and McGlincey Percolation Ponds as defined by the Flood Control and Water District itself. Related to the operation of these facilities is a series of water transporting ditches and pipelines, some of which lie underground. Lastly, there are the natural stream channels themselves, which are protected by the Flood Control District for use in carrying storm water runoff. County facilities are designed to accommodate the 100 year flood. Map 6 illustrates the various stream channels and percolation ponds within the City.

Pursuant to the operation of these facilities, the Santa Clara Flood Control and Water District has requested that the city refer both public and private developments to them for a permit as required by District Ordinance No. 59-1 whenever any construction activity is to be undertaken.

C. Implementation

Implementation of the Conservation Element will be accomplished through the effective use of existing channels. Strict application of the Land Use Element of the General Plan will play an important role in this implementation. The resource conservation facilities were taken into account in the formulation of the Land Use Element and were designated as "Public, Semi-Public Facilities."



Thus, if development of the existing undeveloped land occurs in accordance with the provisions of the Land Use Element, the City of Campbell does not anticipate any adverse effect on the conservation of natural resources.

In addition, the Campbell Zoning Code provides for architectural and site approval for new developments within the City.

This procedure allows the various city departments to review the application and ensure the fact that the development will meet all provisions of the Zoning Code, which is an implementation tool in achieving goals in the General Plan. The City has also established a Public Facilities Zone to identify those areas and/or facilities which serve a public or semi-public use.

- - -

6 OPEN SPACE



ADOPTED NOVEMBER 13, 1978

OPEN SPACE ELEMENT

	<u>Page</u>
I. Goals/Objectives and Policy Implementation	
A. Goals/Objectives	86
B. Policy Implementation Matrix	87

APPENDIX

II. Open Space Element Background	
A. Introduction	89
B. Park Classifications	90
C. Existing Open Space in Campbell	93

I. GOALS/OBJECTIVES AND POLICY
IMPLEMENTATION

A. Goals/Objectives

1. To preserve public open space for recreation purposes.
2. To improve public open space land and water areas for recreation uses.
3. To recognize both open space and designated historic and cultural properties as limited resources necessary to the well-being of the community.

B. POLICY IMPLEMENTATION MATRIX

OPEN SPACE POLICIES	DEPARTMENT/AGENCY RESPONSIBLE FOR IMPLEMENTATION	GOALS					
		1. TO PRESERVE PUBLIC OPEN SPACE FOR RE- CREATIONAL PURPOSES.	2. TO IMPROVE PUBLIC OPEN SPACE LAND FOR RECREATION USES.	3. TO RECOGNIZE OPEN SPACE AND HISTORIC AND CULTURAL PROPERTIES AS LIMITED RESOURCES.			
1. The City shall encourage the development and use of open space lands along Los Gatos Creek, Santa Clara County Flood Control drainage areas and percolation ponds, and public utility and railroad rights-of-way.	Planning Public Works		X	X			
2. The City shall investigate the possibility of acquiring school sites (including the high school) when they become available in areas that could be justified for park and open space purposes.	Planning City Manager Public Works	X	X	X			
3. The City shall strive to acquire land for park purposes adjacent to existing parks when it is feasible to do so.	Planning Public Works City Manager	X	X	X			
4. The City shall encourage and support tax relief for open space lands which are determined by the City to be priorities.	City Manager Public Works	X		X			
5. The City shall strive to provide four acres of parks per 1,000 persons.	Planning Public Works City Manager	X		X			
6. The City shall continue to endorse the policies of Santa Clara County pertaining to parks and open space.	City Manager	X	X	X			
7. The City shall continue to seek alternative means of financing the acquisition and/or development of open space lands.	Public Works City Manager	X	X	X			

OPEN SPACE POLICIES

DEPARTMENT/AGENCY
RESPONSIBLE FOR
IMPLEMENTATION

1. TO PRESERVE PUBLIC
OPEN SPACE FOR RE-
CREATIONAL PURPOSES.

2. TO IMPROVE PUBLIC
OPEN SPACE LAND FOR
RECREATION USES.

3. TO RECOGNIZE OPEN
SPACE AND HISTORIC
AND CULTURAL PROPERTIES
AS LIMITED RESOURCES.

8. The Parks and Recreation Commission shall hold a periodic review to determine where open space might be most useful and to establish priorities for acquisition.

Parks & Recreation
Commission

X

X

X

9. The Capital Improvement Program shall continue to take into account the need for improving parcels which are indicated as having high priority as open space land and for acquiring parcels which are determined to have a high priority for acquisition.

Public Works

X

X

X

II. OPEN SPACE ELEMENT BACKGROUND

A. Introduction

Open space in an urban area is no accident. It takes a good deal of farsightedness and dedication on the part of civic officials to ensure the fact that the community will have the open space so necessary for a healthy environment. Until recently, however, many people perceived open space as a relatively limitless resource - much as water and air were thought of as being limitless. The increased environmental awareness, as shown in the ecology movement, has made the acquisition and preservation of open space a priority item at all levels of government.

As discussed in other elements of this General Plan, the City of Campbell cannot expand beyond the current Urban Service Area/Sphere of Influence Boundary. Thus all of the open space within the jurisdiction is defined by the Local Agency Formation Commission of Santa Clara County as urban open space.

For the purposes of the Open Space Element, open space includes both "Public, Semi-Public" and "Private" open space. These terms are defined as follows:

1. Public, Semi-Public Open Space includes land within the Urban Service Area of the City which has value for parks and recreation purposes, conservation of land and other natural resources, historic, or scenic purposes. The ownership of such open space lands is Public/Semi-Public and includes City and County parks, school play areas, utility corridors, transportation corridors, water areas, and flood control channels. Church grounds could also be included in this category.

Public, Semi-Public open space could also include certain privately-owned lands upon which development should be permanently prohibited for reasons of public health, safety, and welfare, such as landslide areas, earthquake hazard areas, and airport flight path zones.

The underlying factor in common to all of the Public, Semi-Public open space lands in Campbell is that it is considered as permanent open space.

2. Private Open Space includes lands in the Urban Service Area which are presently underdeveloped or vacant. These lands are under private ownership, and may be subject to development in the near future. The purpose for including these lands in the open space plan is to help keep the City aware of the extent of such lands and to offer assistance in planning for future acquisition of parklands.

B. Park Classifications

In order to provide open space and implement the goals and policies referred to above, the following classifications and standards are established:

1. Neighborhood Parks - School Parks: The neighborhood-school park is intended to provide open space opportunities for limited types of recreation within the neighborhood. These parks are designed for family recreation and provide special areas for playgrounds and play-lots (for pre-school children).
 - a. Population Served: A neighborhood-school park facility serves a population of approximately three thousand persons.
 - b. Service Area: The service area of these facilities is between one-quarter and three-quarters of a mile.

c. Land Area: A neighborhood-school park should contain between one and three acres when used in conjunction with a school site or from three to five acres when separate.

d. Facilities Provided: The neighborhood park should contain the following elements:

- 1) Picnic areas within a passive park setting;
- 2) Open spaces for special neighborhood events; and
- 3) Play lots for small children.

The design of the parks and the facilities should have variety in order to offer a multiplicity of opportunities for recreation to local residents. Small neighborhood park areas should also be provided in intensively developed areas, especially where medium (higher than single family) density residential uses are permitted. It is essential to have a balanced land use program and provide compensating outdoor space where such space is at a premium. These green spaces should relate to size and extent of development and need not be larger than two or three acres consisting mainly of turf areas and groups of trees.

2. Community Parks: Community parks are intended to provide a wider range of recreational opportunities for the residents of a group of neighborhood. Because a greater population will be served by the community park, many more specialized activities can be supported than are feasible in a neighborhood park.
- a. Population Served: This type of facility provides recreational facilities to serve a population of 15,000 to 30,000 people.
 - b. Service Area: A community park should be central to a service area and be within two miles of every resident served.

- c. Land Area: A community park should contain a land area of between 20 and 50 acres.
 - d. Community parks include facilities provided in the neighborhood park and in addition--playfields for older children, places for organized sports, paved areas for court games and group picnic and barbecue areas. The park should also include large areas for special events, day camping areas, nature study areas, passive recreation areas, and if possible, a community center building for social and cultural events. Swimming pools are often included in these larger complexes.
3. Regional Parks: Regional parks include the most extensive or more highly specialized of the recreational facilities. They provide spacious areas for those scenic and recreation opportunities that have area wide significance. Major facilities include hiking areas, group and family picnic areas, nature study areas, and place for playgrounds.

Los Gatos Creek Streamside Park, which is referred to below, is the only regional park in Campbell. Campbell residents have access, however, to Vasona County Park in Los Gatos.

An inventory of private open space lands within Campbell's Urban Service Area is to be established and maintained. The intent of this inventory is not to designate specific privately owned lands as open space, but rather to assist in the planning and acquisition of future open space lands for public use.

C. Existing Open Space in Campbell

At the present time, Campbell has approximately 175 acres of open space area within its jurisdiction. This amounts to some 5.5 acres of open space per 1,000 persons in the City. Some caution should be exercised in using this figure, however, since almost two-thirds of Campbell's open space consists of percolation ponds and unimproved stream channels. If one counts only open space which is developed for park use (37 acres) and which is under development for park use (28 acres), there are presently 2.12 acres of park land per 1,000 persons in the City. These figures refer only to parks and open space lands within the Campbell Sphere of Influence. It should be noted that there are also parks and open space lands in neighboring jurisdictions that are equally accessible to Campbell residents.

The following is an inventory of the main open space areas within Campbell's urban service area:

1. Percolation Ponds (85 acres): The percolation ponds, located in the southern section of the community are owned and managed by the Santa Clara Valley Water District. While their primary purpose is to replenish the underground water supply, certain recreational uses such as fishing, model boating, and windsurfing are allowed. The Water District has initiated the practice of contouring the walls and placing small islands in the middle of the percolation ponds in order to improve their appearance. The ponds also provide refuge for various waterfowl.
2. Los Gatos Creek Streamside Park (28 acres): The acquisition of land and its development for park/open space use along Los Gatos Creek between Camden

Avenue and Campbell Avenue represents a cooperative effort of several agencies. The City of Campbell, County of Santa Clara, and State of California all played a part in this open space area.

3. John D. Morgan Park (24 acres): John D. Morgan Park is the major park for Campbell. Facilities include parking lots, barbecue and picnic areas, playing fields, baseball diamond, volleyball court, tennis court, horseshoe pits, and rest rooms.
4. Los Gatos Creek County Park (9 acres): This park, while in the City of Campbell, is operated by Santa Clara County. The site is presently developed with picnic tables, barbecues, restrooms, and parking and lawn areas. This park is often used in conjunction with the percolation ponds to the south. In addition, a portion of the park site (2.68 acres) was also approved as the location for a proposed Philippine Cultural Center.
5. Campbell Park (2.5 acres): Campbell Park is one of oldest open space/park areas in Campbell. It is situated south of Campbell Avenue between Gilman Avenue and Los Gatos Creek. Facilities include benches and tables, a play area, landscape areas, and a par course.
6. Gomes, J. C. Ainsley, and Virginia Avenue Parks (0.5 acres): These small parks could best be described as "mini parks". As small as they are, however, they do contribute to the open space inventory of the City and help provide visual relief from an otherwise typical street scene.

7. School Sites: There are nine school sites in Campbell with facilities that are open to the public. These sites are considered especially important since they provide open space and recreation opportunities at the neighborhood level.

- - -

7 SEISMIC



ADOPTED OCTOBER 14, 1975

SEISMIC ELEMENT

	<u>Page</u>
I. Goals/Objectives and Policy Implementation	
A. Goals/Objectives	97
B. Policy Implementation Matrix	98

APPENDIX

II. Seismic Element Background	
A. Introduction	99
B. Earthquakes and Santa Clara County	100
C. The Nature of Earthquake Damage	108
D. Earthquake Hazard in Campbell	111

I. GOALS/OBJECTIVES AND POLICY
IMPLEMENTATION

A. Goals/Objectives

1. To reduce the potential seismic hazards to life and property to the greatest extent practicable.
2. To assure that new development are designed to withstand earthquake shock insofar as possible.
3. To assess existing structures for their potential hazard in the event of an earthquake.

B. POLICY IMPLEMENTATION MATRIX

SEISMIC ELEMENT POLICIES

DEPARTMENT / AGENCY
RESPONSIBLE FOR
IMPLEMENTATION

1. TO REDUCE POTENTIAL HAZARDS. SEISMIC

2. TO ASSURE EARTH-QUAKE RESISTANT NEW DEVELOPMENT

3. TO ASSESS EXISTING STRUCTURES FOR HAZARD

1. The level of acceptable exposure to risk for new or redeveloped structures shall be based on Table XIV, which is based upon the findings of the Joint Committee on Seismic Safety's Report.
2. Environmental impact reports shall take potential earthquake hazard into consideration.
3. The City shall investigate the possibility of using funds disbursed for housing rehabilitation under the Housing and Community Development Act of 1974 to repair buildings so as to be more earthquake safe.
4. Projects in the Relative Seismicity Zone D1-2 (Map 9) shall require detailed geotechnical studies where necessary. Normally this will be required only if the property includes vertical cliffs, such as along stream channels.
5. The City endorses the "Earthquake Response Operations Guide" which is available in the Planning Department.

Building

X

X

X

Planning

X

X

X

Housing &
Community
Development
(HCD)

X

X

Planning
Building

X

X

City Council

X

APPENDIX

II. SEISMIC ELEMENT BACKGROUND

A. Introduction

The State of California requires a Seismic Safety Element to the General Plan in order that seismic safety considerations play a major role in establishing urban development policies and in determining future land use patterns. According to the State guidelines, the objective of the Seismic Element is to reduce loss of life, injuries, damage to property, and economic and social dislocations resulting from earthquakes.

Basically, the City must:

1. Be aware of the seismic problems for its jurisdiction;
2. Take steps necessary to minimize the effects of an earthquake; and
3. Take the steps necessary to react to the community's needs following an earthquake.

In the latter, one can see that the Seismic Element is very closely related to the Safety Element which is also required by State law.

In adopting this Seismic Element, the City of Campbell is recognizing that a seismic hazard does exist for the entirety of its planning area. The goals and policies which are adopted in this element are intended to minimize the effects of such a disaster.

B. Earthquakes and Santa Clara County

It is not practical to limit a discussion of the earthquake hazard affecting Campbell to Campbell per se. Instead, since an earthquake usually affects a relatively large area, it makes sense to consider the area or region

in which Campbell is located. In addition, it is important to note that proximity to the earthquake fault is not necessarily synonymous with maximum damage during an earthquake. There have been several small earthquakes centered just south of Campbell - in Los Gatos - which did no appreciable damage. On the other hand, the epicenter of the 1906 earthquake was actually north of San Francisco, and it did considerable damage in the Santa Clara Valley.

Earthquakes are not new to the Santa Clara Valley. The Valley itself is a product of a process known as "block-faulting", whereby one mass of rock moves vertically in relation to another. Exhibit B illustrates the movement necessary to form Santa Clara Valley. Over the years, finer material known as alluvium and colluvium has been deposited in the floor of the Valley. In Campbell, it is theorized that most of the debris was deposited in the form of alluvial fans since Pleistocene times (approximately 1 million years). The depth of this predominantly fine-grained material varies in depth from approximately 100 feet to over 500 feet in the Campbell area.



EXHIBIT B
Block - Faulting

The importance of the geologic history is pertinent to this discussion since the nature of the effects of an earthquake varies considerably depending on the nature of the soil material and the depth to bedrock. Generally, finer soil materials, and greater depth to bedrock, will lead to increased damage to surface structures in the event of an earthquake.

When people think of an earthquake, they generally envision the ground shaking. In fact, an earthquake can be defined as a sudden shaking of the ground which is caused principally by the abrupt release of slowly accumulated strain through the action of a sudden displacement of bedrock. This displacement takes place along a geologic feature which is known as a fault. A fault then, is the actual fracture in the earth's crust forming the boundary between rock masses that have moved relative to each other.

Santa Clara County is transected by two fault zones - the San Andreas and Calaveras, which in turn are two of the major branches of the San Andreas fault system. The San Andreas Fault zone is located in the Santa Cruz Mountains, the Calaveras Fault Zone is located in the Diablo Range. Between the two lies the heavily populated Santa Clara Valley. The accompanying map (Map 7 illustrates the location of Campbell in relation to these fault zones.

When discussing an earthquake, it is customary to assign it some value which is representative to its force. Careful distinction must be made between earthquake "magnitude" which is measured on the Richter scale and earthquake "intensity" which is measured on the Mercalli scale.



Physiographic map of Santa Clara County showing major fault zones

MAP 7

Location of Campbell
In Relation to Major
Fault Zones

The Richter magnitude scale is a measure of the seismic energy radiated during an earthquake. The magnitude number is calculated using data obtained from seismograph records. The range of energy represented by the magnitude scale is extremely large; for instance, an increase of one magnitude number corresponds to about a 30-fold increase in energy. Thus, a magnitude 8.0 earthquake represents not twice the energy of a magnitude 4.0, but almost one million times the energy of a magnitude 4.0 earthquake.

On the other hand, the modified Mercalli intensity scale is an arbitrary rating of earthquake effects at any given location. On this scale, the intensity is shown by Roman numerals (I through XII) and is estimated from human reactions and from observations of ground shaking effects and other natural phenomena. The modified Mercalli scale is illustrated in Exhibit C.

The great earthquakes that caused the most intense and widespread damage are usually of a Richter rating of 8 and higher. It is reported that the largest earthquake ever recorded measured 8.7 on the Richter scale. California has apparently experienced at least three great earthquakes of 8.0 and higher in historic times. That is, between a period of a little longer than 200 years. Since 1836, some 25 earthquakes have been associated with utility service breakage along known active faults in California. During the same period, eight moderate to severe earthquakes have occurred on the San Andreas Fault. The most recent great earthquake in California occurred on the San Andreas Fault in the vicinity of San Francisco in 1906.

Since the Seismic Element must deal with contingency plans and procedures to be taken in the event of some

EARTHQUAKE SCALES
MODIFIED MERCALLI INTENSITY SCALE OF 1931¹ (1956 VERSION²)

Masonry A, B, C, D. To avoid ambiguity of language, the quality of masonry, brick, or otherwise, is specified by the following lettering:

- Masonry A. Good workmanship, mortar, and design; reinforced, especially laterally, and bound together by using steel, concrete, etc.; designed to resist lateral forces.
- Masonry B. Good workmanship, and mortar; reinforced, but not designed in detail to resist lateral forces.
- Masonry C. Ordinary workmanship and mortar; no extreme weaknesses like failing to tie at corners, but neither reinforced nor designed against horizontal forces.
- Masonry D. Weak materials, such as adobe; poor mortar; low standards of workmanship; weak horizontally.

-
- I. Not felt. Marginal and long-period effects of large earthquake.
-
- II. Felt by persons at rest, on upper floors, or favorably placed.
-
- III. Felt indoors. Hanging objects swing. Vibration like passing of light trucks. Duration estimated. May not be recognized as an earthquake.
-
- IV. Hanging objects swing. Vibration like passing of heavy trucks; or sensation of a jolt like a heavy ball striking the walls. Standing motor cars rock. Windows, dishes, door rattle. Glass clink. Crockery clashes. In the upper range of IV wooden walls and frame creak.
-
- V. Felt outdoors; direction estimated. Sleepers wakened. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Doors swing, close, open. Shutters, pictures move. Pendulum clocks stop, start, change rate.
-
- VI. Felt by all. Many frightened and run outdoors. Persons walk unsteadily. Windows, dishes, glassware broken. Knickknacks, books, etc. off shelves. Pictures off walls. Furniture moved or overturned. Weak plaster and masonry D cracked. Small bells ring (church, school). Trees, bushes shaken visibly, or heard to rustle.
-
- VII. Difficult to stand. Noticed by drivers of motor cars. Hanging objects quiver. Furniture broken. Damage to masonry D, including cracks. Weak chimneys broken at roof line. Fall of plaster, loose bricks, stones, tiles, cornices also unbraced parapets and architectural ornaments. Some cracks in masonry C. Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Concrete irrigation ditches damaged.
-
- VIII. Steering of motor cars affected. Damage to masonry C; partial collapse. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls. Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes.
-
- IX. General panic. Masonry D destroyed; masonry C heavily damaged, sometimes with complete collapse; masonry B seriously damaged. General damage to foundations. Frame structures, if not bolted, shifted off foundations. Frames racked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground. In alluviated areas sand and mud ejected, earthquake fountains, sand craters.
-
- X. Most masonry and frame structures destroyed with their foundations. Some well-built wood structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Rails bent slightly.
-
- XI. Rails bent greatly. Underground pipelines completely out of service.
-
- XII. Damage nearly total. Large rock masses displaced. Lines of sight and level distorted. Objects thrown into the air.
-

¹Original 1931 version in Wood, H. O., and Neumann, F., 1931 Modified Mercalli Intensity Scale of 1931: Seismological Society of America, v. 53, no. 5, p. 979-987.

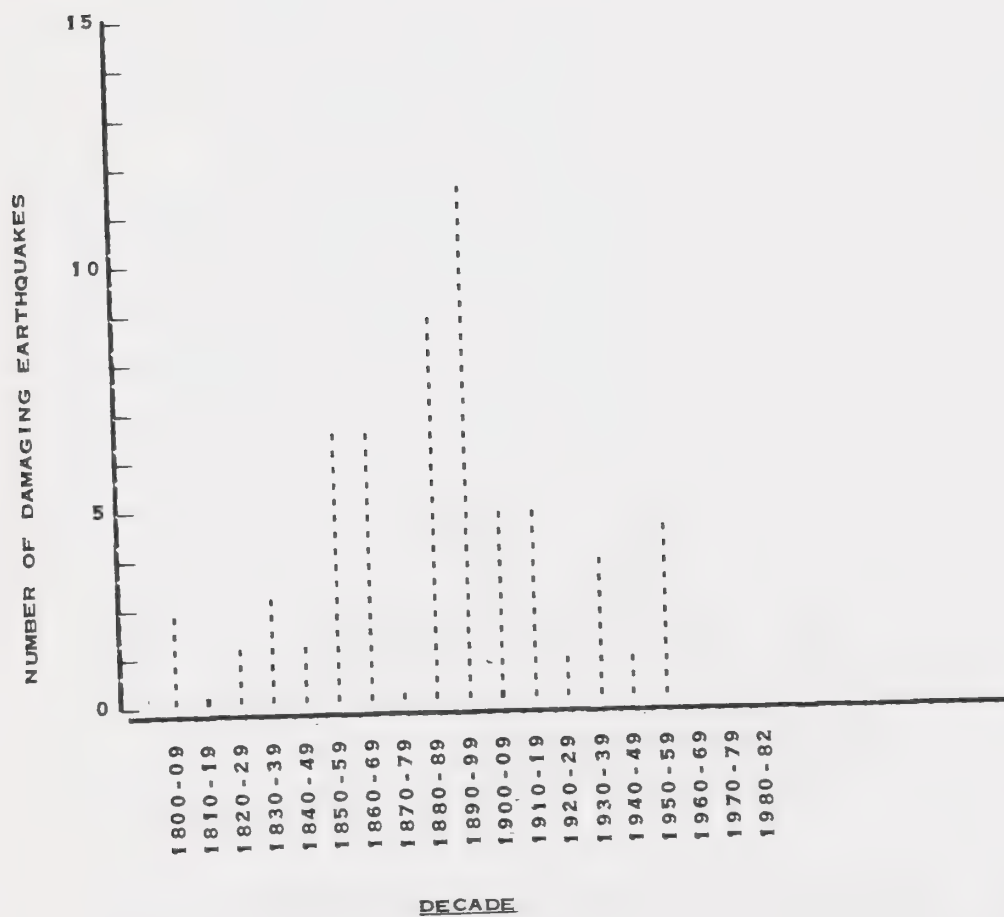
²1956 version prepared by Charles F. Richter, in Elementary Seismology, 1958, p. 137-138, W. H. Freeman & Co.

future earthquake, it is helpful to have at least some basic understanding of the frequency of damaging earthquakes in the past. As a first step towards formulating policy, it is necessary to evaluate the potential frequency of damaging earthquakes in the area. Strictly speaking, it is not now possible to predict earthquakes accurately as to time, place and severity. Prediction is, however, a distinct future possibility. The Federal Government is both proposing and receiving elaborate plans that may some day produce a well-founded method for earthquake prediction.

Table XIII shows the time distribution of damaging earthquakes in the San Francisco area, plus those in adjacent counties. The information presented in Table XIII indicates an increasing seismicity prior to the San Francisco 1906 shock. There is no similar evidence of increasing seismicity today. At present, data from the compilation such as that shown in Table XIII can only indicate that the region is earthquake active.

It is more pertinent to study the occurrence of great earthquakes than of the more frequent, moderate shocks because the great earthquake defines the full scope of seismic risk. The historical record has five entries generally accepted to be the largest known shocks in the Bay Area. These are as follows:

1. June 10, 1886, on the Hayward Fault. At 7:30 a.m. cracks and fissures opened up along this fault from San Pablo to Mission San Jose.
2. June 18, 1838, probably on the San Andreas Fault. A fissure was described as extending from near San Francisco to near Santa Clara.
3. October 8, 1865, probably on the San Andreas Fault. Considerable damage occurred in San



DISTRIBUTION OF DAMAGING EARTHQUAKES
SAN FRANCISCO BAY AREA

TABLE XIII

Francisco. The earthquake presumably had its epi-center on the San Andreas Fault in the Santa Cruz Mountains.

4. October 21, 1868, on the Hayward Fault. At 7:53 a.m. cracks and fissures from this earthquake formed from about San Leandro to about Warm Springs. Very heavy damage occurred in the town of Hayward where there was also extensive damage in sections of San Francisco.
5. April 18, 1906, on the San Andreas Fault. At 5:13 a.m. the well-known San Francisco shock occurred. The faulting extended from southern Humboldt County to near San Juan Bautista in San Benito County.

Although all of these earthquakes were undoubtedly of different Richter magnitudes, they all appear to have been of sufficient size to approach or equal the maximum probable future earthquake intensities to be expected in at least major sections of the San Francisco Bay Area. On the basis of the historical record and in view of the accumulating strains, for planning purposes it is reasonable to anticipate a major great earthquake in the San Francisco Bay Area once every 60 to 100 years. The 1906 San Francisco shock is the largest Bay Area earthquake for which detailed information is available. It is fair to ask whether this is the largest credible earthquake to be expected in the future.

The question has been answered reasonably well by seismologists on the basis of seismographic records from which earthquake magnitudes have been determined. The largest earthquakes in the world recorded by seismographs for over half a century have not been much greater in magnitude than the 1906 San Francisco shock. Therefore, the forces generated by the 1906 San Francisco earthquake

appear to be a reasonable upper limit. The duration of the damaging intensities, however, may be substantially longer than that experienced in 1906, which is estimated to have been from 40 to possibly 60 seconds.

Experience from the 1964 Alaskan earthquake shows that the duration of damaging intensities in Anchorage was probably three times as long as that in San Francisco's 1906 earthquake.

Another study indicates that recurrence of great earthquakes such as the 1906 earthquake can be expected to occur along the San Andreas Fault Zone in the San Francisco Bay Area every 50 to 100 years. Thus, another great earthquake that will affect Santa Clara County can be anticipated any time within the next several decades. As indicated earlier, it is not possible at this time to predict when the next great earthquake will occur, however, it is important to note that seismologists and geologists are unanimous in expressing that at some future time a damaging earthquake will occur in the area.

C. The Nature of Earthquake Damage

Earthquake losses in California through the remainder of this century, assuming that additional significant counter measures are not taken, have recently been estimated at approximately 20 billion dollars. Estimates of potential loss of life for this period range well up into the thousands. Most of this loss is preventable.

1. Physical Earthquake Damage

The most widespread effect of an earthquake is ground shaking. This is also usually, but not always, the greatest cause of damage. Structures of all types, including engineering structures,

and public utility facilities, if inadequately constructed or designed to withstand the shaking force, may suffer severe damage or collapse. The vast majority of deaths during earthquakes are the result of structural failure due to ground shaking. Most such deaths are preventable, even with present knowledge. New construction can, and should be designed and built to withstand probable shaking without collapse. The greatest existing hazard in the State is the continuing use of tens of thousands of older structures incapable of withstanding earthquake forces. Knowledge of earthquake resistant design and construction has increased greatly in recent years, though much remains to be learned.

The second effect of earthquakes is ground failure in the form of landslides, rock falls, subsidence and other surface and near surface ground movements. This is often the result of complete loss of strength of water saturated sub-surface foundation soils. This is termed liquefaction. Most such hazardous sites can either be avoided or stabilized if adequate geologic and soil investigations are utilized.

Another damaging effect of earthquakes is ground displacement or surface rupture along faults. Such displacement of the earth's crust may be vertical, horizontal, or both, and may offset the ground by as much as 30 feet. It is not economically feasible to design and build foundations of structures such as dams, buildings, bridges, etc. to remain intact across such zones. Fault zones subject to displacement are best avoided in construction. In addition, regional investi-

gation is necessary to the basic understanding of faults and the histories. Detailed site investigations are needed prior to the approval of construction in any suspected active fault zone. Utilities, roads, canals, and other linear features are particularly vulnerable to damage as a result of ground displacement.

Other damaging effects of earthquakes include tsunamis, which are seismic seawaves and are often called tidal waves, such as the one that struck Crescent City and other Coastal areas in 1964; and seiches, which are waves in lakes and reservoirs due to tilting or displacement of the bottom or margin. The failure of dams due to shaking, fault displacement or overtopping from seiches and massive landsliding into the reservoir can be particularly disastrous. Most modern dams are designed and constructed to be earthquake resistant; some older dams were not.

In addition to man-made dams, temporary dams may be created by earthquake triggered landslides. Such inadvertently created dams are certain to fail within a relatively short time.

2. Social and Economic Damage

Social and economic damage may exceed those of direct physical damage and destruction. These losses include such things as: medical disability and treatment; cost of litigation; loss or interruption of employment; wages, production and profit; educational interruptions; pain, physical discomfort, mental anguish and trauma; increases in public costs; loss of public revenue; and general social disruption.

D. Earthquake Hazard in Campbell

As indicated previously it is not possible to predict an earthquake at this time. However, it is possible to review the earthquake environment in Campbell and to identify areas which may receive the greatest damage due to ground failure. In 1974, the California Division of Mines, in cooperation with the County of Santa Clara, prepared a document titled "Potential Seismic Hazards in Santa Clara County, California" (Special Report 107). This document identifies the Relative Seismic Stability of areas throughout the County. The accompanying map (Map 8) illustrates the relative seismic stability for the Campbell area.

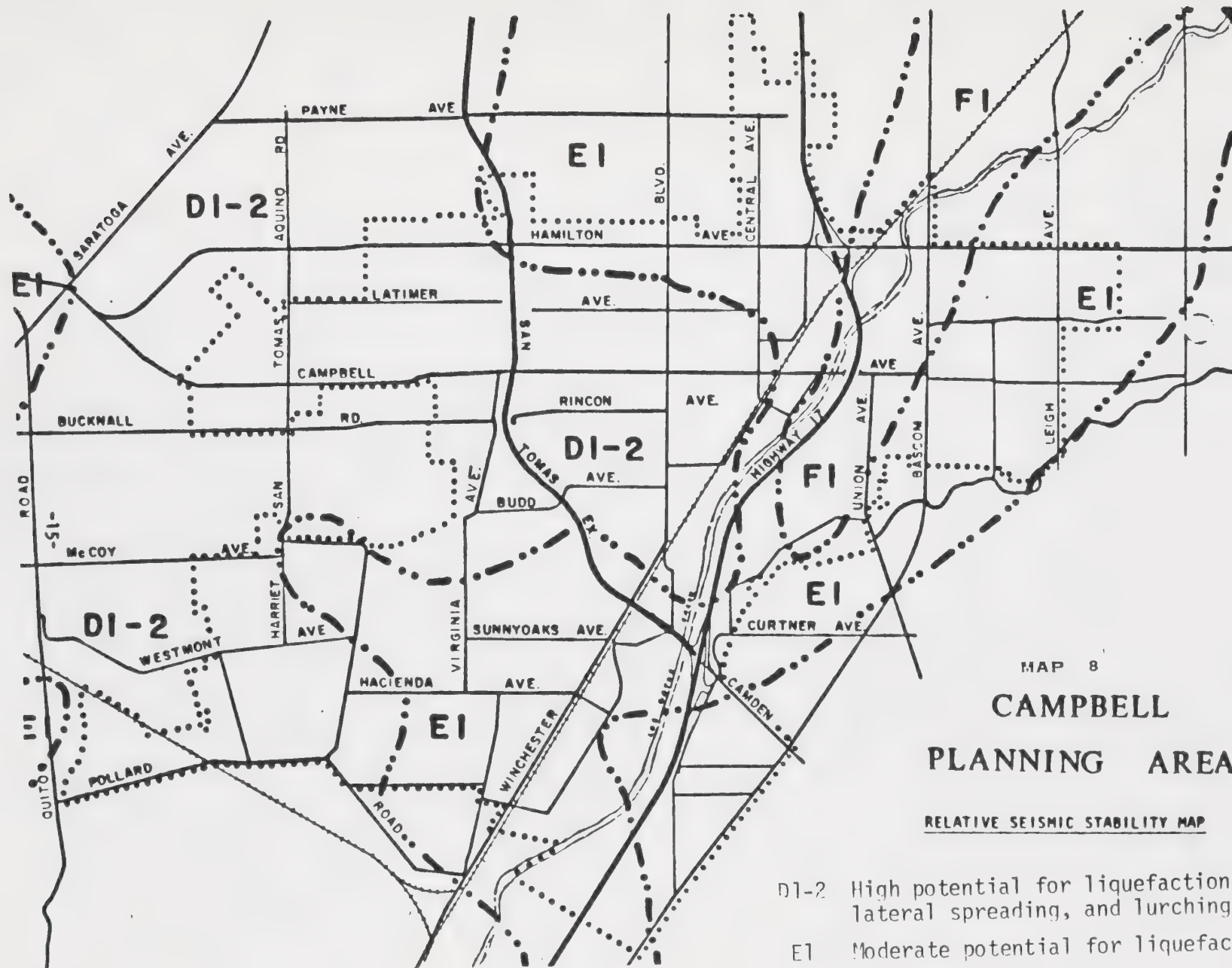
The primary potential geologic hazards in the areas designated as D1-2 include a high potential for liquefaction and associated forms of ground failure such as lateral spreading and lurching. A high liquefaction potential exists in Campbell where the water table is within 20 feet of the ground surface. Lateral spreading and lurching will most likely occur in areas adjacent to stream banks or other near vertical "free faces."

The primary potential hazards in the areas designated E1 include a moderate potential for liquefaction.

The primary potential hazards in the areas designated F1 include a low potential for both liquefaction and earthquake induced landslides.

Geologic site investigations should be required for both the D1-2 and E1 areas unless waived by the City.

In addition to the physical hazard of the earthquake itself, Campbell residents must also cope with structural hazards. It is the structural hazards over which



the City can assume some degree of control through effective goals and policy measures. It is important to note that like all residents of the Bay Area, Campbell residents must live with the risk that at some future date heavy shaking will occur to their homes. Even if their homes are favorably located with respect to an earthquake, they need to work, do business, shop and send their children to school at other locations over which they have little choice. The accompanying table (Table XIV) illustrates the level of acceptable risks as submitted to the California Legislature by the Joint Committee on Seismic Safety. As this table shows, most of the structures in Campbell can be seen as having an "ordinary" level of risk to the occupants of the structure. The extra cost to a project in order to reduce this risk to an acceptable level is approximately 1 to 2 percent in most cases.

Much of the development in Campbell consists of structures which were built 20 to 30 years ago or more. It is a fallacy to assume that since these older structures have "survived the test of time" by withstanding numerous minor earthquake shocks that they will be able to withstand future shocks safely.

As indicated previously, the San Andreas and Calaveras fault zones are the two major fault zones which affect the Campbell area. The Shannon Fault which is associated with the San Andreas Fault Zone passes through the southerly portion of the Campbell Planning Area. The actual location of the Shannon Fault, as indicated on Map 9, is somewhat questionable. This map also indicates that there have been several minor earthquake tremors which have originated along this fault in recent years.

- - -

TABLE XIV - A SCALE OF ACCEPTABLE RISKS

LEVEL OF ACCEPTABLE RISK	KINDS OF STRUCTURES	EXTRA PROJECT COST PROBABLY REQUIRED TO REDUCE RISK TO AN ACCEPTABLE LEVEL
1. Extremely low ¹	Structures whose continued functioning is critical, or whose failure might be catastrophic: nuclear reactors, large dams, power intertie systems, plants manufacturing or storing explosives or toxic materials.	No set percentage (whatever is required for maximum attainable safety).
2. Slightly higher than under level 1 ¹	Structures whose use is critically needed after a disaster: important utility centers; hospitals; fire, police and emergency communication facilities; fire stations; and critical transportation elements such as bridges and overpasses; also smaller dams.	5 to 25 percent of project cost ² .
3. Lowest possible risk to occupants of the structure ³	Structures of high occupancy, or whose use after a disaster would be particularly convenient: schools, churches, theaters, large hotels, and other high-rise buildings housing large numbers of people, other places normally attracting large concentrations of people, civic buildings such as fire stations, secondary utility structures, extremely large commercial enterprises, most roads, alternative or noncritical bridges and overpasses.	5 to 15 percent of project cost ⁴ .
4. An "ordinary" level of risk to occupants of the structure ^{3,5} .	The vast majority of structures: most commercial and industrial buildings, small hotels and apartment buildings, and single family residences.	1 to 2 percent of project cost, in most cases (2 to 10 percent of project cost in a minority of cases) ⁴ .

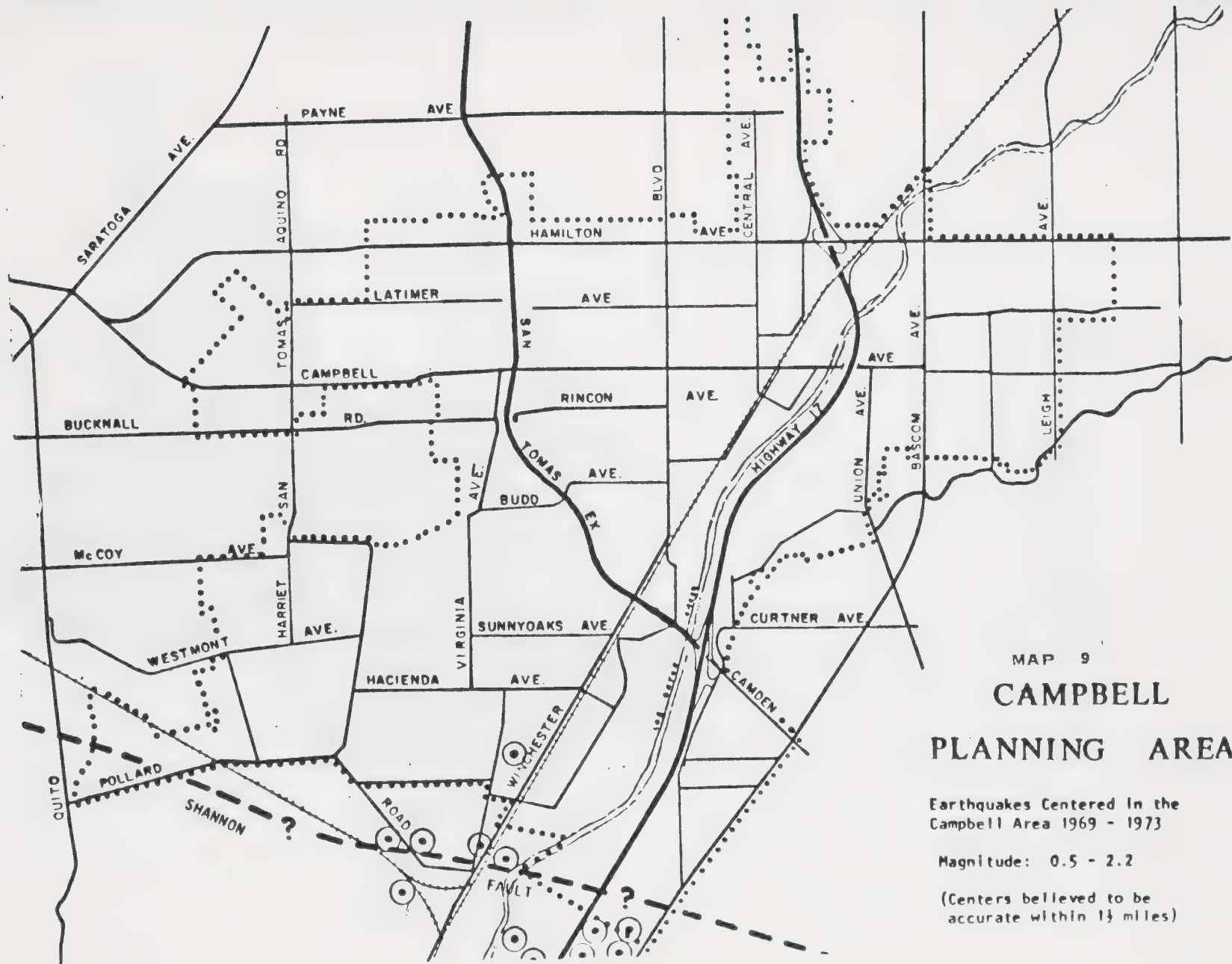
¹ Failure of a single structure may affect substantial populations.

² These additional percentages are based on the assumption that the base cost is the total cost of the building or other facility when ready for occupancy. In addition, it is assumed that the structure would have been designed and built in accordance with current California practice. Moreover, the estimated additional cost presumes that structures in this acceptable risk category are to embody sufficient safety to remain functional following an earthquake.

³ Failure of a single structure would affect primarily only the occupants.

⁴ These additional percentages are based on the assumption that the base cost is the total cost of the building or facility when ready for occupancy. In addition, it is assumed that the structures would have been designed and built in accordance with current California practice. Moreover the estimated additional cost presumes that structures in this acceptable-risk category are to be sufficiently safe to give reasonable assurance of preventing injury or loss of life during an earthquake, but otherwise not necessarily to remain functional.

⁵ "Ordinary risk": Resist minor earthquakes without damage; resist moderate earthquakes without structural damage, but with some non-structural damage; resist major earthquakes of the intensity or severity of the strongest experienced in California, without collapse, but with some structural as well as nonstructural damage. In most structures, it is expected that structural damage, even in a major earthquake, could be limited to repairable damage. (Structural Engineers Association of California).



8 NOISE



ADOPTED FEBRUARY 24, 1975

NOISE ELEMENT

	<u>Page</u>
I. Goals/Objectives and Policy Implementation	
A. Goals/Objectives	117
B. Policy Implementation Matrix	118

APPENDIX

II. Noise Element Background	
A. Introduction	120
B. Community Noise Sources	120
C. Existing Noise Levels	122
D. Future Noise Levels	122
E. Noise and Landscaping	125
F. Conclusions	125
G. Community Noise Standards	126
H. Definitions	129
I. References	133

I. GOALS/OBJECTIVES AND POLICY
IMPLEMENTATION

A. Goals/Objectives

1. To preserve and enhance the acoustical environment within the City.
2. To reduce the noise impact of major streets and freeways upon the community.
3. To protect residential neighborhoods from traffic noise and other noise generation sources.
4. To encourage noise attenuation devices wherever possible.
5. To assure that land uses are compatible in regards to noise generation and impact.

B. POLICY IMPLEMENTATION MATRIX

NOISE ELEMENT POLICIES	DEPARTMENT/AGENCY RESPONSIBLE FOR IMPLEMENTATION	GOALS					
		1. ENHANCE THE ACOUSTICAL ENVIRONMENT IN THE CITY.	2. REDUCE NOISE IMPACT FROM MAJOR STREETS.	3. PROTECT RESIDENTIAL NEIGHBORHOODS FROM NOISE.	4. ENCOURAGE NOISE ATTENUATION DEVICES.	5. ASSURE NOISE COM- PATIBLE LAND USES.	
1. The City shall develop and implement processes and procedures for achieving a desirable acoustical environment.	Planning	X	X	X	X	X	
2. The City shall cooperate with other jurisdictions and government agencies in their efforts to plan, control, and attain the preservation of a quiet environment.	Planning City Manager	X	X				
3. Discourage the juxtaposition of land uses which are incompatible because of noise.	Planning	X		X		X	
4. Strictly enforce the noise section of the State Motor Vehicle Code.	Police	X	X	X			
5. Enhance traffic flows to reduce high noise levels created by stop and go driving.	Public Works	X	X				
6. Protect residential neighborhoods from industrial and other noise producing uses through separation, sound walls, landscaping, and effective placement of buildings.	Planning	X		X	X		
7. Enforce regulations on keeping animals which can cause noise problems.	Police	X		X		X	
8. Require that an Environmental Impact Report address noise considerations for any proposed project which would be substantially impacted by a noise source or which would impact other uses.	Planning	X	X	X		X	

NOISE ELEMENT POLICIES		DEPARTMENT/AGENCY RESPONSIBLE FOR IMPLEMENTATION		GOALS				
				1. ENHANCE THE ACOUSTICAL ENVIRONMENT IN THE CITY.	2. REDUCE NOISE IMPACT FROM MAJOR STREETS.	3. PROTECT RESIDENTIAL NEIGHBORHOODS FROM NOISE.	4. ENCOURAGE NOISE ATTENUATION DEVICES.	5. ASSURE NOISE COM- PATIBLE LAND USES.
9. The City shall continue to require solid masonry walls between residential and commercial/industrial uses.	Planning			X		X	X	
10. Through site and architectural review, the City shall assure that buildings are designed and sited so as to minimize noise impacts.	Planning			X		X		X
11. The City shall consider noise when reviewing other elements of the General Plan.	Planning			X			X	
12. The City shall actively encourage the adherence to the noise standards as specified in the appendix of this noise element.	Planning Building			X	X			X
13. Where future housing, hospitals, rest homes, etc. must be located in a high noise region, 65 DBA or higher, special architectural provisions including closed acoustical windows shall be encouraged.	Planning Building			X	X			X
14. The City shall consider undertaking an acoustical study report prior to the expansion or construction of streets, highways, and freeways.	Public Works			X	X	X		X

APPENDIX

II. NOISE ELEMENT BACKGROUND

A. Introduction

This Noise Element is designed to promote a comprehensive and long range program of achieving ideal noise levels throughout the City of Campbell and its sphere of influence. The element is also designed to bring the City into compliance with Section 65302(g) of the Government Code enacted by the State Legislature in 1972. Government Code Section 65302(g) requires a noise element to be incorporated in all city and county general plans. This Noise Element has been prepared in quantitative, numerical terms including maps showing noise contours of present and future noise levels associated with existing and proposed major transportation elements. Included herein are noise levels associated with the following transportation elements located within the City of Campbell:

- (1) Freeways and expressways;
- (2) Major city streets;
- and (3) Southern Pacific Railroad.

A land use compatibility analysis was made to determine alternate and ultimate land use planning with respect to noise. This analysis will assist in minimizing the exposure of city residents and properties to high level noises and will reduce adverse social and economic impacts resulting from excessive noise.

B. Community Noise Sources

The City of Campbell is subjected to noise from a number of major transportation sources including a freeway, an expressway, several major arterials, a railroad, and aircraft traffic noise from San Jose Municipal Airport.

As the City with its small geographical area is located in a growing urban area with increasing traffic volumes and associated noise levels, the City experiences transportation system noises throughout the community.

Noise produced from the following sources was measured and is described in detail in following sections of this element:

1. Freeways, Expressways, and Major Roads: State Highway 17; San Tomas Expressway; Hamilton Avenue; Bascom Avenue; Campbell Avenue; San Tomas Aquino Road; Hacienda Avenue; West Parr Avenue; White Oaks Road; McGlincey Lane; Manchester Avenue; Pollard Road; McCoy Avenue; Virginia Avenue; Central Avenue; Winchester Boulevard.
2. Ground Transportation Systems: Southern Pacific Railroad.
3. Airports: None.

In addition to measuring traffic noise levels along roadways identified above, measurements were made adjacent to noise sensitive facilities to determine existing exposure levels. Noise recordings were made at one or more of the below-mentioned facilities as identified in the Government Code:

1. Hospitals: Campbell Community Hospital; Los Gatos Community Hospital.
2. Schools: Campbell High School; Rosemary School; San Tomas School; Dover School; Rolling Hills School; Forest Hill School; Hazelwood School; Coventry School.

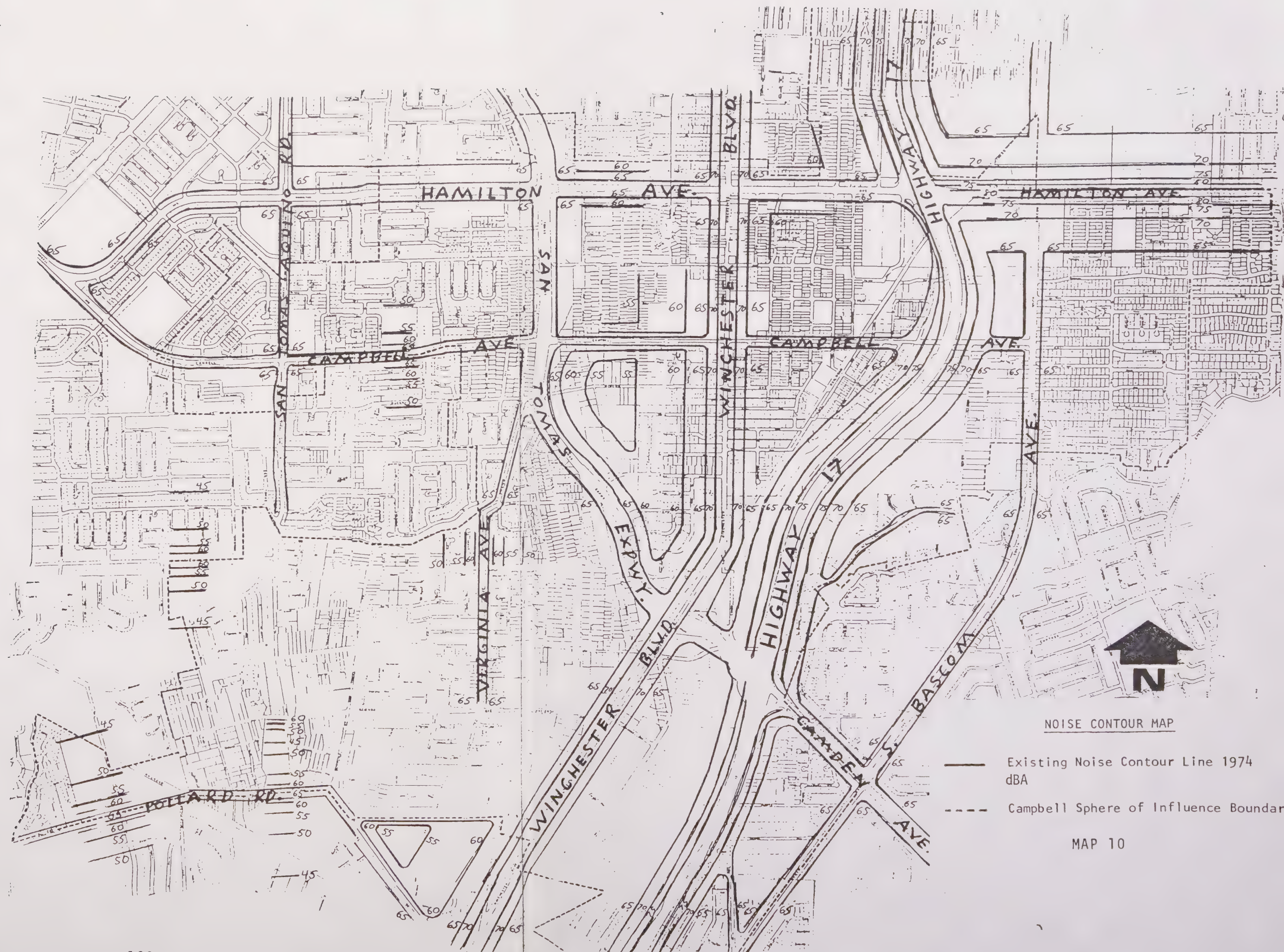
3. Parks: John D. Morgan Park; Campbell Park.
4. Rest and Convalescent Homes: Shady Acres Rest Home.

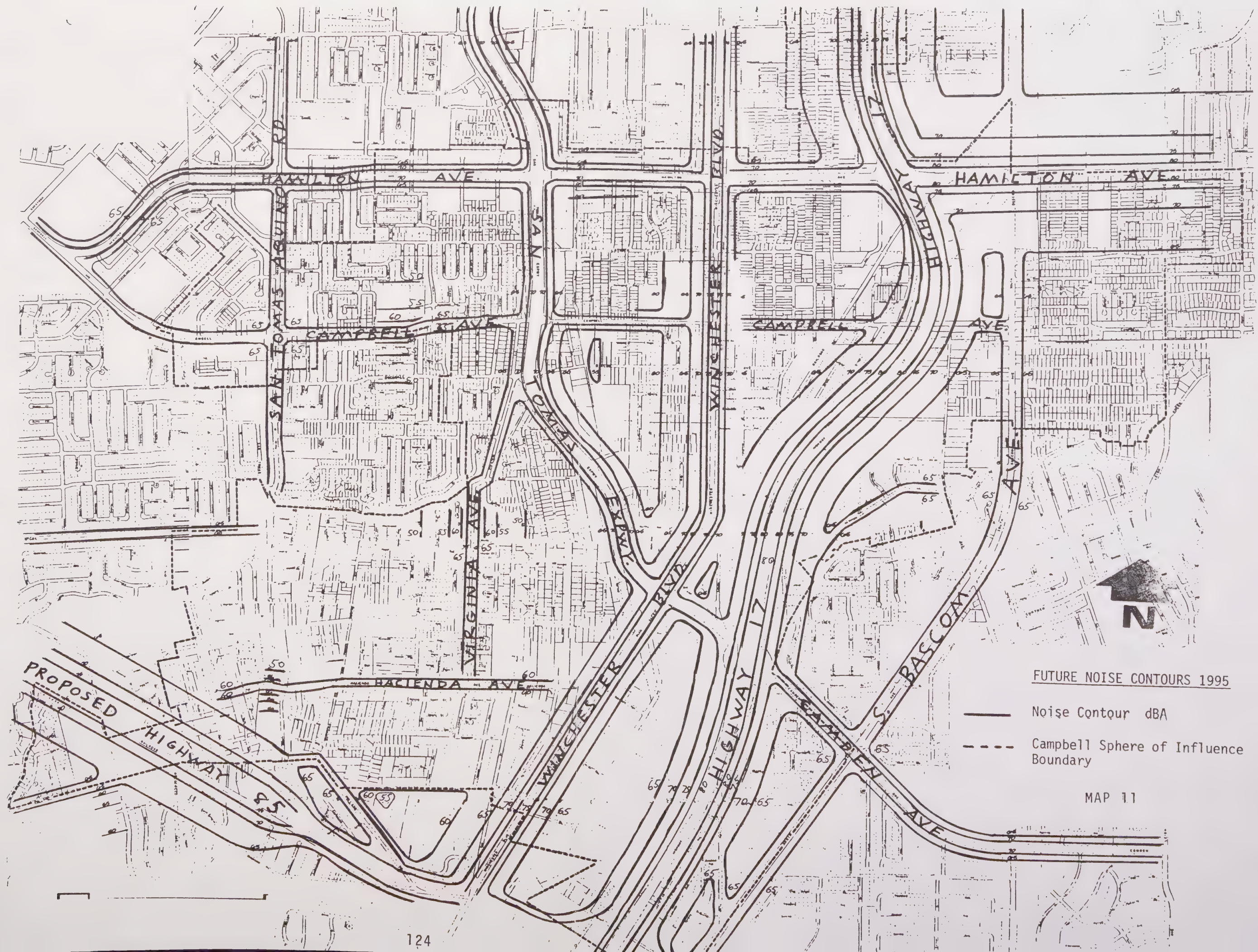
C. Existing Noise Levels

To meet the Government Code Section 65302(g) requirements for developing a noise element in quantitative terms, noise level measurements were made in selected locations throughout the City. The continuous noise level recordings were plotted in graphical form to show the statistical distribution of noise for each location. All recordings of noise were made during peak traffic periods, 4:00 p.m. to 6:00 p.m., to obtain data on maximum noise conditions. The noise levels are shown on the noise contour map (Map 10) in L_{10} values, the amount of noise in dBA that existed for 10% of the recording time. The contours are shown in minimum increments of 5 dBA and are continued down to 65 dBA for locations adjacent to transportation noise sources. For noise sensitive regions having hospitals, rest homes, long-term medical care, parks and recreational areas, the contours were continued down to 45 dBA where possible.

D. Future Noise Levels

Anticipated changes in noise levels for the year 1995 were developed from traffic data projections obtained from the report, "Safety and Adequacy Evaluation - Proposed Street System in Downtown Campbell", June 1974 by George S. Nolte and Associates. The future noise levels are related to existing levels and are shown in 5 dBA increments. The future contours are continued down to 65 dBA and 45 dBA as was done for existing contours. Map 11 indicates the anticipated future noise contours.





E. Noise and Land Use Planning

Noise is closely related to traffic circulation and transportation systems and must be considered in relationship to land use. Parks, open space and residential zones can be incompatible with transportation elements due to the adverse effects of noise on outdoor activities and ordinary day-to-day living in residential structures. Implementation, enforcement, and adherence to Federal and State standards related to noise control and insulation will enhance the community's acoustical quality of life.

F. Conclusions

1. The neighborhood along Hamilton Avenue located east of Highway 17 has the highest noise region in the City due to the heavy vehicular traffic. In this area the 65 dBA contour is located at a distance of 971 feet from Hamilton Avenue.
2. Portions of Highway 17, San Tomas Expressway and some major thoroughfares are in close proximity to residential zones of various densities.
3. Parks are exposed to high noise levels, especially Campbell City Park, which is just west of Highway 17, and is exposed to freeway traffic noise.
4. Hospitals, especially Campbell Community Hospital near the corner of Hamilton Avenue and Winchester Boulevard are in zones of relatively high noise. Shady Acres Nursing Home is at a high noise location due to nearby Hamilton Avenue traffic.
5. Peak hour L_{10} noise levels as low as 45 dBA did not occur at any of the hospitals, rest homes or parks where noise recordings were obtained.
6. From the noise survey, half of the schools were found to be in high noise zones.

7. A substantial increase is predicted to occur in future (1995) noise levels including the extent of noise impacted areas.
8. Federal and state noise standards, especially those concerned with roadway construction or improvements and with exterior and interior noise and insulation for housing have an important effect on the noise control programs of the City. These should be brought to the attention of city officials and appropriate personnel, and in some cases incorporated into local codes.
9. Southern Pacific Railroad operations in the City are on a minimal scale and are not a significant factor in determining the noise environment along the right-of-way. Present railroad operations consist of one scheduled train into and from Permanente and some unscheduled switching operations. Because of the low level of activity, the noise environment is determined by other vehicular traffic.

G. Community Noise Standards

At the present time, federal exterior and interior noise standards exist for various land uses and structures. The U. S. Department of Housing and Urban Development, Federal Housing Administration standards are applicable to new construction and rehabilitation projects. The following HUD standards should assist the City in developing appropriate city noise exposure standards for housing.

1. Residential Land Use: The following standards apply to single and multi-family residences:

NORMALLY ACCEPTABLE
EXTERIOR LEVELS*

<u>Exposure</u>	<u>Time Period</u>	
	<u>0700 - 2100 hrs.</u>	<u>2100 - 0700 hrs.</u>
L_{10}	60	50
L_{50}	55	45

* Mitigation measures are required.

For acceptable interior levels in sleeping spaces, the following HUD/FHA standards are considered satisfactory and are recommended. These standards assume open window conditions unless provision is made for proper ventilation by mechanical means such as air-conditioning. At the present time HUD/FHA considers existing and projected noise exposures in sleeping quarters acceptable if the total noise levels from exterior and interior sources meets the following standards.

Clearly Acceptable Interior Levels

1. Do not exceed 55 dBA for more than an accumulation of 60 minutes in any 24 hour period, and
2. Do not exceed 45 dBA for more than an accumulation of 8 hours in any 24 hour day, and
3. Do not exceed 45 dBA for more than an accumulation of 30 minutes during the nighttime hours from 11:00 p.m. to 7:00 a.m.

2. Hotels and Motels: The following interior standards are recommended:

<u>Exposure</u>	<u>Time Period</u>	
	<u>0700 - 2100 hrs.</u>	<u>2100 - 0700 hrs.</u>
L_{10}	55	45
L_{50}	50	40

3. Hospitals, Rest and Nursing Homes: The following exterior and interior standards are recommended:

1. Exterior level: Do not exceed 55 dBA for more than an accumulation of 60 minutes in any 24 hour day.
2. Interior level: Do not exceed 45 dBA for more than 30 minutes in any 24 hour day.

4. Educational Facilities: The following exterior and interior standards are recommended:

<u>Exposure</u>	<u>Time Period</u>
	<u>0700 - 2100 hrs.</u>
<i>Exterior:</i>	
L_{10}	60
L_{50}	55
<i>Interior:</i>	
L_{10}	45
L_{50}	40

5. Parks and Recreational Areas: The following exterior requirement is recommended:

The outdoor noise levels should not exceed an L_{10} or 50 dBA or should not exceed 50 dBA for more than 2.4 hours in a 24 hour day.

H. Definitions

1. "A" Weighted Levels: Sound levels obtained using one of the frequency weighting networks, the "A" network, of the sound level meter. The "A" weighting approximates the response of the ear and "A" weighted levels are commonly used as a measure of the human annoyance response to noise.
2. Ambient Noise (Background Noise): The total of all noise in a system or situation, independent of the presence of the desired (or undesired) signal.
3. Average Daily Traffic (ADT): The total volume during a given time period in whole days greater than one day and less than one year divided by the number of days in that time period, commonly abbreviated as ADT.
4. Community Noise Equivalent Level (CNEL): A noise rating scheme defined in California Administrative Code based on a process of sound energy averaging and with weighting factors applied to daytime, evening and nighttime noise exposures.
5. Decibel: A unit of level or logarithmic representation of magnitude when the base of the logarithm is the tenth root of ten, and the quantities concerned are proportional to power, such as sound pressure squared. Note: the logarithm to the base the tenth root of 10 is the same at ten times the logarithm to the base 10.

6. Frequency (in cycles per second or hertz): The time rate of repetition of a periodic phenomenon. The frequency is the reciprocal of the period.
7. Histogram: Graph showing the fraction of time that the instantaneous pressure level or other variable lies above or below a given level.
8. L_{10} , L_{50} , L_{90} Sound Level: That sound level which is exceeded 10%, 50% or 90%, respectively, of a specified period of time. For example, the L_{10} sound level for a daily period is that sound level which is exceeded for 10% of 24 hours, or for 2.4 hours. The L_{90} represents a reasonable estimate of the background noise level, L_{50} the "average" level and L_{10} the peak level.
9. Level: In acoustics, the level of a quantity is the logarithm of the ratio of that quantity to a referenced quantity of the same kind. The base of the logarithm, the referenced quantity and the kind of level must be specified.
10. Loudness: The intensive attribute of an auditory sensation, in terms of which sounds may be ordered on a scale extending from soft to loud. Note: Loudness depends primarily upon the sound pressure of the stimulus, but it also depends upon the frequency and wave form of the stimulus.
11. Noise: Any undesired noise. By extension, noise is any unwanted disturbance within a useful frequency band, such as undesired electric waves in a transmission channel or device.
12. Noise Level: The level of noise. For airborne sound unless specified to the contrary, noise level is the weighted sound pressure level called sound level; the weighting must be indicated.

13. Sound: (1) An oscillation in pressure, density, particle displacement, particle velocity, etc., which propagates, or travels as a wave, in a medium.
- (2) An auditory sensation evoked by the oscillation described above. Note 1: In case of possible confusion the term "sound wave" or "elastic wave" may be used for concept (1) and the term "sound sensation" for concept (2). Not all sound waves can evoke an auditory sensation, e.g., ultrasound. Note 2: The medium in which the source exists is often indicated by an appropriate adjective, e.g., airborne, waterborne, structureborne.
14. Sound Insulation: (1) The use of structures and materials designed to reduce the transmission of sound from one room or area to another or from the exterior to the interior of a building. (2) The degree by which sound transmission is reduced by means of sound insulating structures and materials.
15. Sound Level (noise level): Weighted sound pressure level measured by the use of a metering characteristic and weighting A, B or C, as specified in American National Standard Specification for Sound Level Meters, S1.4-1971, or the latest approved revision thereof. The weighting employed must be indicated, otherwise the "A" weighting is understood. The reference pressure is 20 micronewtons per square meter (2×10^{-4} dyne/cm²).
16. Sound Pressure Level: In dB, is 20 times the logarithm to the base 10 of the ratio of the pressure of this sound to the reference pressure. The reference pressure shall be explicitly stated. Note 1:

The reference pressure 2×10^{-4} dyne/cm² is in general use for measurements concerned with hearing and with sound in air. Note 2: Unless otherwise explicitly stated, it is to be understood that the sound pressure is the effective (rms) sound pressure.

17. Sound Transmission Class, (STC): The preferred single figure rating system designed to give an estimate of the sound insulation properties of a partition or a rank ordering of a series of partitions.
18. Transient Sounds: Sound whose average properties do not remain constant in time. Examples are an aircraft flyover, a passing truck, a sonic boom.

I. References

1. State of California, Assembly Bill No. 966, Chapter 251, Government Code Section 65302(g) requires a Noise Element in all General Plans, June 30, 1972.
2. State of California, Administrative Code, Title 25, Article 4, Section 1092, Noise Insulation Standards, February 22, 1974.
3. Highway Research Board, "Highway Noise, A Design Guide for Highway Engineers", Report 117, 1971.
4. George S. Nolte and Associates, "Safety and Adequacy Evaluation, Proposed Street System in Downtown Campbell," June 1974.
5. City of Campbell, General Plan, Land Use Element, Adopted October 24, 1972.
6. U. S. Department of Transportation, Federal Highway Administration, Policy and Procedure Memorandum 90-2, February 8, 1973.
7. U. S. Dept. of Housing and Urban Development, "Noise Abatement and Control", Circular 1390.2, August 4, 1971.

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9 SAFETY



ADOPTED OCTOBER 14, 1975

SAFETY ELEMENT

	<u>Page</u>
I. Goals/Objectives and Policy Implementation	
A. Goals/Objectives	135
B. Policy Implementation	136

APPENDIX

II. Safety Element Background	
A. Introduction	137
B. Public Safety Hazards	138

I. GOALS/OBJECTIVES AND POLICY
IMPLEMENTATION

A. Goals/Objectives

1. To protect the life and property of residents of the City.
2. To minimize damage caused by natural and man-caused emergencies.
3. To provide adequate emergency services in the event of a natural or man-caused emergency.
4. To prevent potential flood and fire hazards insofar as possible.

B. POLICY IMPLEMENTATION MATRIX

SAFETY ELEMENT POLICIES	DEPARTMENT/AGENCY RESPONSIBLE FOR IMPLEMENTATION	GOALS					
		1. To protect life and property.	2. To minimize damage from emergencies.	3. To provide adequate emergency services.	4. To prevent potential hazards as far as possible.		
1. In any event which is determined to be an emergency, the Campbell Emergency Operations Plan shall be in effect.	Fire Police City Manager	X	X	X			
2. The City shall cooperate with other local, state, and federal agencies.	Fire Police Building City Manager	X	X	X	X		
3. All new construction in the City shall comply with the latest adopted Uniform Building Code.	Building	X	X		X		
4. The City shall continue to require smoke detectors in new residential construction.	Fire Building	X	X		X		
5. The City shall support flood control improvements that will reduce serious flood hazards.	Public Works	X	X		X		
6. The City shall limit the intensity of land use in flood plan areas.	Planning	X	X		X		
7. In all new development, the water system shall provide flow adequate for fire suppression for the types of structures and occupancies anticipated.	Fire	X	X	X	X		
8. To reduce fire hazards, the Fire Dept. will continue its on-going programs of public information, code enforcement and weed abatement.	Fire	X	X		X		

APPENDIX

II. SAFETY ELEMENT BACKGROUND

A. Introduction

The State of California has decreed that a City's General Plan shall include a Safety Element for the protection of the community from such hazards as fires and earthquakes. As such, the Safety Element is closely related to the other elements of the General Plan; most notably the Seismic Element, Land Use Element, and the Circulation Element. In establishing this requirement, the State is essentially requiring that a consideration of public safety be made an integral part of the planning process.

The daily provision of safety services by a community, for its residents, is routine and well within the capacity of most local public safety forces. Should a catastrophic event occur, however the capabilities of a local jurisdiction such as Campbell to respond would be severely strained. The entire local government would be required to serve and function as a public safety organization.

This Safety Element is also closely related to the Campbell Emergency Operations Plan. Like the Emergency Operations Plan, the Safety Element is based on the following premises. First, if the catastrophe is limited to the local area, then the City must be prepared to take immediate and effective action to provide safety services pending arrival of mutual aid. Secondly, if the catastrophe covers a wide area, the City will be required to provide sustained local emergency services and coordinate its operations with regional disaster control efforts.

As in the Seismic Element, the community must make a determination as to the degree of risk it considers to

be an "acceptable risk." By definition, the level of acceptable risk is that level below which no specific action by a local government is deemed to be necessary. Unacceptable risk is that level of risk above which specific action by the local government is deemed to be necessary to protect life and property. Avoidable risk is a risk that is not necessary to take because individual or public goals can be achieved at the same or less total "cost" by other means without taking the risk.

When considering a concept such as acceptable risk, it is important to realize that the level of risk which is acceptable for one community may be totally unacceptable in another. This fluctuation could depend on the degree of hazard present and the risk the community is prepared to accept.

B. Public Safety Hazards

In this section, an attempt is made to identify the public safety hazards to which the City could reasonably be expected to respond with emergency services.

1. Earthquakes and Related Hazards

These hazards are, for the most part, discussed in the Seismic Element of the General Plan. One of the related hazards which is flooding due to a dam failure is discussed below under the heading "Flooding".

2. Fires

Suppression of a major conflagration in Campbell could require the efforts of the entire Campbell

Fire Department. The problems associated with this possibility are somewhat ameliorated by the fact that the City does have automatic aid agreements with the City of San Jose Fire Department and the County's Central Fire District. In addition, Campbell also has mutual aid agreements with the other surrounding cities. The distinction between the types of aid agreements is that, in a case involving mutual aid, Campbell must request assistance, whereas, in a case involving an automatic aid agreement, the other jurisdiction will respond automatically.

These aid agreements are essential to the welfare and safety of the residents and workers in the City. A fire in one of the major shopping centers such as the Pruneyard could easily involve the entire Campbell Fire Department. If a fire were to involve any of our high rise buildings, the High Rise Fire-fighting Plan would be put into effect. This would bring in off-duty firefighters to man reserve engine units from San Jose Fire Department and Santa Clara County Central Fire Protection District.

In order to help reduce fire hazard to the minimum, the Campbell Fire Department is involved in an on-going program of public information and code enforcement. Routine inspections are made for commercial, industrial and residential developments. Residents, tenants, and workers are also advised to prepare emergency evacuation procedures in the event a fire should occur.

Campbell also has an on-going weed abatement program. Under this program, the Fire Department notifies owners of vacant lots in the City of a fire hazard due to weeds. The owner is required to remove the weeds

on his own, or the City will cause the weeds to be removed and any cost for such work is assessed to the property owner.

Due to Campbell's current state of development, it is unlikely that a major conflagration would occur in the vacant areas of the City. However, a fire starting in one of these lots could readily spread to adjacent developments.

3. Flooding

Historically, Campbell has been flooded by rain swollen creeks. At the present time, however, the Santa Clara Valley Water District has upgraded the water-carrying capability of the stream channels to the point that they can now carry the runoff from the "100 year flood" without adversely affecting the City.

The City is participating in the National Flood Insurance Program. Maps released by the Federal Insurance Administration support the contention that the present condition of the stream channels can carry the floodwater runoff from the "100 year flood" in this water basis.

In addition to the potential for flooding due to creeks over-flowing and inundating the surrounding area, there is also the potential for flooding due to dam failure. Lexington dam, in the Santa Cruz Mountains, is the only likely source for flooding in Campbell due to dam failure. Such failure would most likely occur as a result of an earthquake along the San Andreas fault system.

Similar flooding could possibly occur as the result of a massive landslide displacing water when the level is near its maximum.

The accompanying map (Map 12) illustrates the extent to which dam failure could cause flooding in the Campbell area. This map is based on a study map prepared by the Santa Clara Valley Water District. It denotes only areas which would be inundated by some level of water. No depths or velocities of water are suggested.

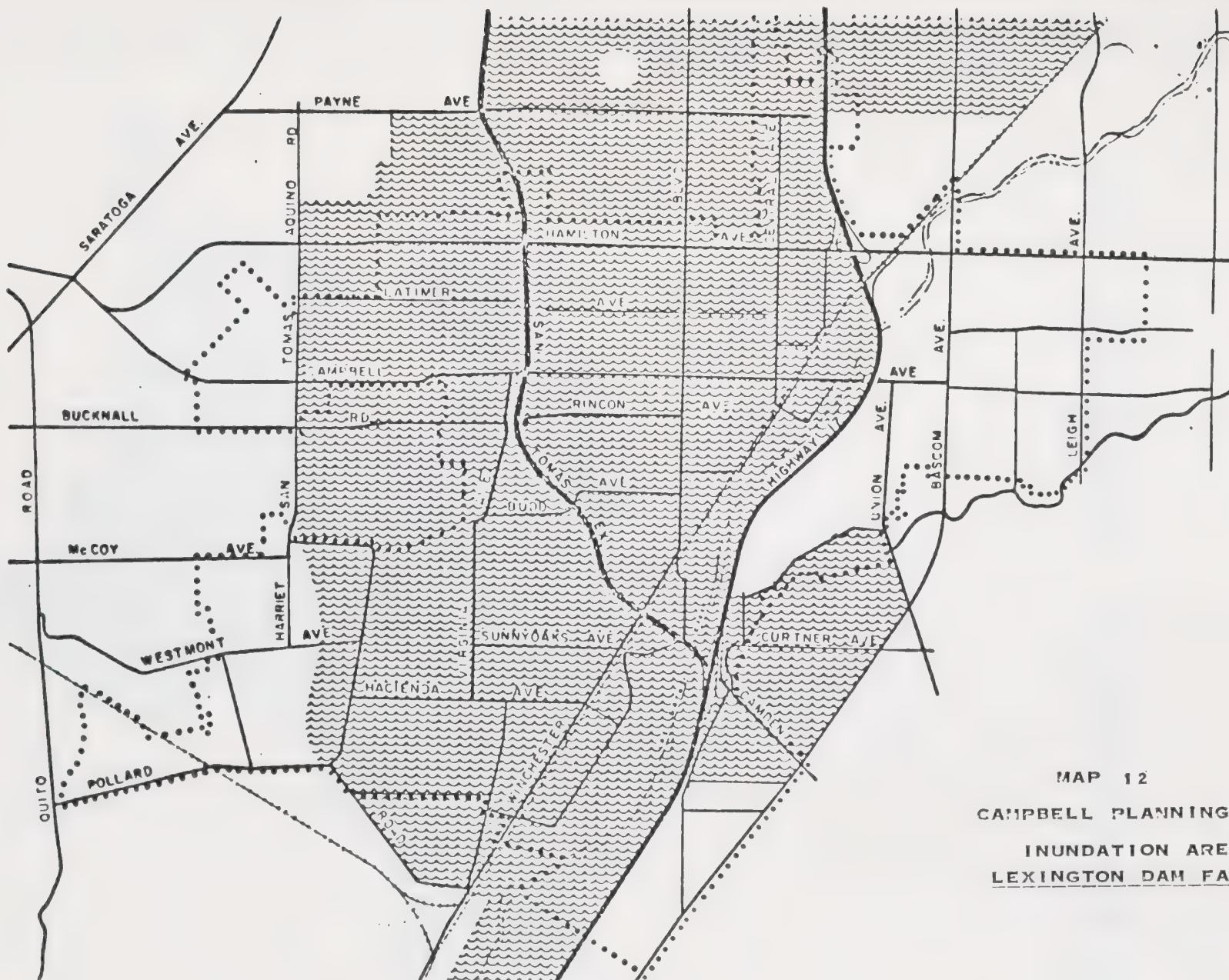
4. High Winds

The Campbell area periodically suffers from winds with velocities as high as 60-80 miles per hour. Compliance with the Uniform Building Code insures that the buildings will not suffer undue damage as a result of such winds.

5. Noise

Excessive noise has been demonstrated to be a hazard to public health and safety. The reader is referred to the Noise Element of the Campbell General Plan for discussion of this hazard and the goals and policies the City has adopted with regard to noise.

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MAP 12
 CAMPBELL PLANNING AREA
 INUNDATION AREA -
 LEXINGTON DAM FAILURE

10 SCENIC HIGHWAYS



ADOPTED DECEMBER 26, 1972

SCENIC HIGHWAYS ELEMENT

	<u>Page</u>
I. Goals/Objectives and Policy Implementation	
A. Goals and Objectives	144
B. Policy Implementation	145

APPENDIX

II. Scenic Highways Element Background	
A. Introduction	146

I. GOALS/OBJECTIVES AND POLICY
IMPLEMENTATION

A. Goals/Objectives

1. To improve the visual quality of the
City's streets and highways.

B. POLICY IMPLEMENTATION MATRIX

SCENIC HIGHWAYS ELEMENT POLICIES	DEPARTMENT/AGENCY RESPONSIBLE FOR IMPLEMENTATION	1. To improve the visual quality of streets and highways.						
1. The City shall landscape all medians in divided city streets and landscape the rights-of-way along major streets where feasible.	Public Works	X						
2. The City shall enforce its sign ordinance.	Planning	X						
3. The City shall strive to improve that portion of Los Gatos Creek (parallel to Highway 17) within its jurisdiction.	Public Works	X						
4. The City shall require developers to install landscaping between the public rights-of-way and parking spaces on all new developments.	Planning	X						

APPENDIX

II. SCENIC HIGHWAYS ELEMENT BACKGROUND

A. Introduction

One of the required elements for inclusion in the General Plan of each City and County is the Scenic Highways Element. The sole objective of this requirement is to aid each jurisdiction in defining, protecting and enhancing its visual environment as seen from the road. By definition, there are both urban and rural scenic highways.

To be classified as an Urban Scenic Highway, the state guidelines require that the route traverse a "defined visual corridor which offers an unhindered view of attractive and exciting urban scenes." The requirement for the rural scenic highway classification is similar, except for the fact that the goals stress the "protection and enhancement of all natural scenic resources and aesthetic values." In each case, development within the visual corridor should be subject to, and in accordance with, a local plan and program of reasonable standards on the use of the land; i.e. the Scenic Highways Element.

At the present time, no scenic highway routes for Campbell have been designated by the county or state. By virtue of Campbell's location with respect to other cities surrounding it, the designation of "rural scenic highway" would not be feasible. Likewise, the City would not meet the state requirements for classification of any "urban scenic highways."

The only state route through Campbell is Highway 17, and as mentioned above, this freeway is not shown on

the state masterplan for scenic highways. The City does, however, plan to improve the visual quality of the area through completion of its section of the Los Gatos Creek Park which parallels the freeway. The fact that there is relatively little undeveloped land in the City, or in the sphere of influence, effectively precludes future establishment of county scenic highways.

The City of Campbell does have an alternative, however, and that is to maintain its present policy of requiring landscaping adjacent to streets as a condition of architectural approval. Street and parking lot landscaping not only break up the visual impact of large asphalt surfaces, but also add to the beauty of the area. The median strip on Hamilton Avenue between Winchester Boulevard and the western city limits and the Pruneyard Shopping Center are prime examples of the effects brought about by planting.

In addition to the requirement that developers install and maintain adequate landscaping, is the regulation that all signs in the City be approved. Signs, if improperly used, form a most obvious visual pollution that often takes several years to eliminate. Through vigorous enforcement of the sign ordinance to prevent future visual blight as well as to eliminate those signs which are non-conforming, the City will improve the visual impact of its streets. In addition, the City will employ official traffic signs discriminately, making the most effective use of each location.

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